

THE GENERAL PLAN
OF
THE CITY OF JACKSON
IN
AMADOR COUNTY, CALIFORNIA

1973-- 1990

city planning Jackson

APPROVED BY THE CITY OF JACKSON
PLANNING COMMISSION ON MAY 31, 1973
AND CHANGES THERETO ON SEPTEMBER 11, 1973.

Jackson.
ADOPTED BY THE CITY COUNCIL OF
THE CITY OF JACKSON ON DECEMBER 17, 1973.

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THE PREPARATION OF THIS PLAN WAS FINANCED BY THE CITY OF JACKSON
AND PREPARED BY MR. R. A. YOUNG, UNDER THE DIRECTION OF THE JOINT
GENERAL PLAN COMMITTEE OF THE JACKSON CITY COUNCIL AND PLANNING
COMMISSION.

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THE GENERAL PLAN, CITY OF JACKSON

ELEMENTS: LAND USE, CIRCULATION, HOUSING, CONSERVATION
OPEN SPACE, SEISMIC SAFETY, NOISE, SCENIC HIGHWAY, SAFETY

CITY OF JACKSON

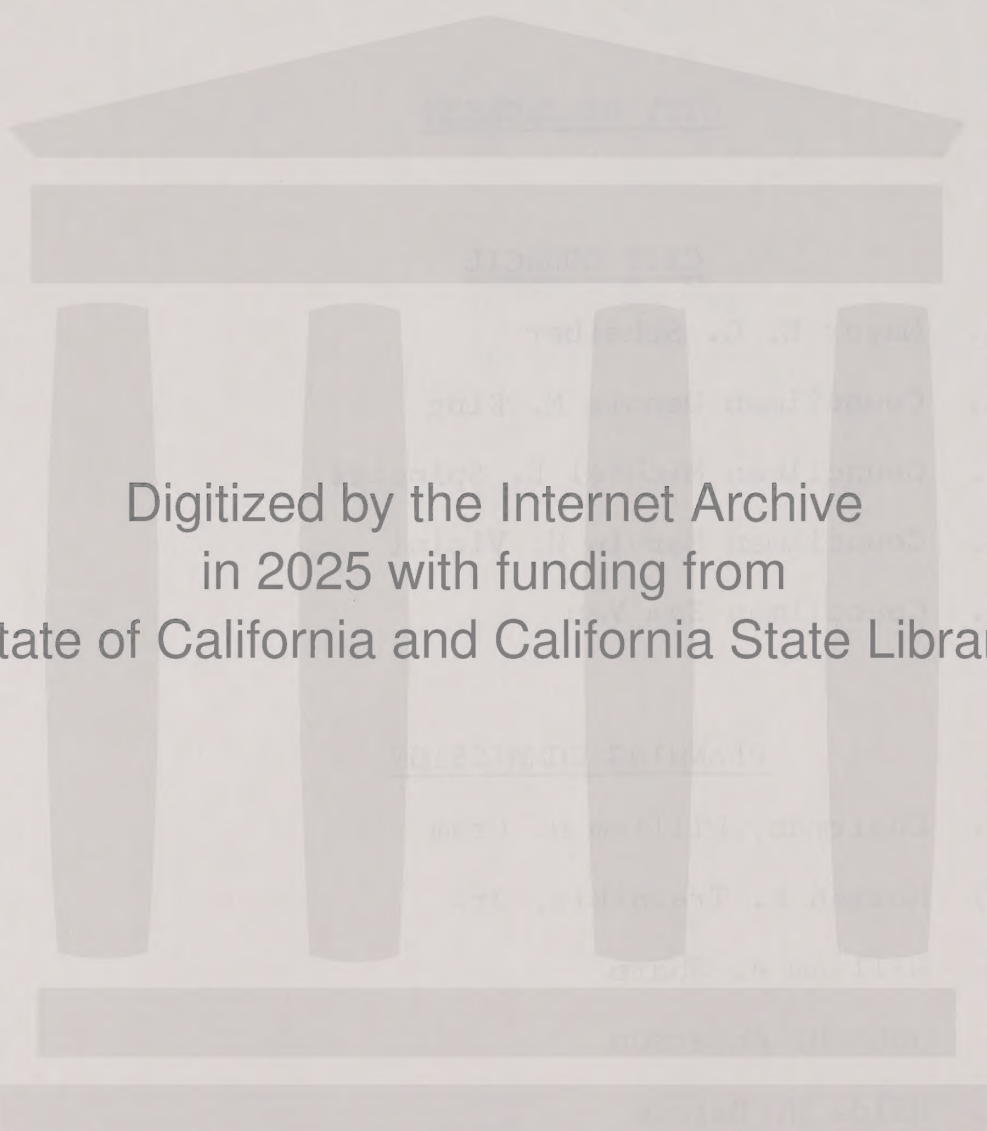
CITY COUNCIL

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2. Councilman Dennis M. King
3. Councilman Michael E. Spinetti
4. Councilman Marvin H. Vicini
5. Councilman Som Yep

PLANNING COMMISSION

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3. William A. Sharp
4. John B. Anderson
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ASSISTANCE BY ROBERT A. YOUNG, PROJECT PLANNING CONSULTANT



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The Honorable City Council
Jackson, California

Gentlemen:

The Planning Commission and its consultant are pleased to transmit herewith, the general plan for the City of Jackson, which was prepared under your direction and guidance with the purpose of serving as the long time guide for an orderly and efficient growth of the city.

We commend your Board for your continued interest in the historic heritage of the City of Jackson and for directing our efforts to the preservation and protection of the outstanding natural and historic features which have made our city such a pleasing place to live and visit.

Respectfully submitted,

By The County Planning Commission

By

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INTRODUCTION & PURPOSE OF THE GENERAL PLAN

The purpose of the general plan is to attempt to improve the operation of local government by providing a guide to growth and development. City planning means researching, designing and programming for the unified and comprehensive development of a community. This is the first general plan in the history of Jackson, and deals with the interrelationships between the economic, social, health, safety, environmental, aesthetic and general welfare needs of the city.

It is subject to change as new and unforeseen events occur and philosophies and outlooks on life change and new laws and policies are enacted. Basically, the planning of cities is an attempt to meet anticipated needs, to produce desired changes, and to prevent undesirable changes.

The general plan is not a regulation, but a general statement, in map and word, of how all the parts seem to fit together now and in the future. This plan would be updated and reprinted to meet the constantly changing needs of the people of Jackson every 3 years or less. Additional elements of the general plan can be added to or modified as new data is collected.

A democratically evolved and adopted plan can advise those who are responsible for the City's development, private developers for the most part, what the future decisions of the planning and legislative bodies could be regarding subdivision development, zoning, highway and bridge locations, industrial plant locations, and other development proposals. The plan can also be used to inform strangers about the city, and to advance the interests and living standards of the citizens of Jackson.

SCOPE:

Since all the elements of the general plan are interrelated, they will all be printed in one report volume. The elements will be separately prepared, although many items will overlap and receive coverage in the basic plan data section.

This report discusses the issues and presents the goals and policies as discussed with the committee made up of representatives of the City Council and Planning Commission.

The elements to be discussed will be in the sequence as listed in Assembly Bill 966, namely land use, circulation, housing, conservation, open space, seismic safety, noise, scenic highway and safety elements. In order to comply with state law as soon as possible, so as not to hinder future growth prospects, all elements will be covered as adequately as time permits, and then a program to further update the general plan in a more leisurely manner should be undertaken.

ADOPTION:

This report should be adopted with all agreed upon changes

recommended by the General Plan Committee as soon as possible by the Planning Commission and City Council.

STEPS IN PREPARING THE PLAN:

The steps leading to the creation of a general plan will be:

1. Find out what the people want.
 - a. Analyze opinion polls of Amador and Tuolumne county residents (tentatively assumed to be comparable)
 - b. Confirm by having planners and councilmen question their constituents at random.
2. Find out what is happening (surveys, inventory, publication, governmental agencies, discussion with officials and residents). Find out what is not happening (lack of theater, etc.)
3. Determine where and what the problems are (traffic bottle-necks, incompatible land uses, lost economic opportunities, etc.)
4. Analyze the present population, economy and trends in employment and project these trends into the future.
5. Determine land use, traffic and other living requirements for the future population.
6. Formulate a development policy based on the first 5 steps.
7. Design a plan to put the policies into effect.
8. Put the plan up for public hearings and adjust it according to the desires of the people.
9. Adopt the plan and publish it so everyone who wishes may have a copy.
10. Update the plan as necessary or at 3 year intervals to keep the majority satisfied with the plan.
11. Change the laws to authorize the city government to use and apply the general plan.

I. BASIC PLAN DATA

A. HISTORICAL BACKGROUND

The event that first focused on California the rapt attention of the rest of the world was, of course, Jim Marshall's finding of a few flakes of yellow metal in the tailrace of Captain Sutter's new sawmill beside the American river. What happened during the next half-dozen years forms one of the most dramatic chapters in the nation's history. For a horde of argonauts, traveling by land and water converged on California from all parts of the compass, and in their ardent hunt for gold explored every nook and cranny of the Sierra foothills from Madera County northward to Mt. Shasta and beyond.

During their brief stay in the Mother Lode country, the gold hunters left an impress on the land that more than a century has failed to erase. To be sure, during the hundred years that have elapsed since then, many changes have occurred. Some of the once populous early-day camps have disappeared entirely; the sites of others are marked only by heaps of rubble and a few ruined walls, while yet others, like Jackson have become prosperous towns.

It is to these hearty argonauts that this general plan is dedicated. The towns that have been by-passed by new highways are perhaps the most fortunate in retaining their original character. Three of these - Jackson, Mokelumne Hill, and Jamestown - have managed to retain many of their false-fronted buildings. Antique shops have given new life to old buildings, and old hotels have been renovated to serve today's travelers. These towns still have the feeling of the frontier west. 1)

Jackson is one Mother Lode town that has also kept up with progress and now shows a modern face to visitors and is becoming famous throughout the valley and Mother Lode for its many fine restaurants. City planners are also striving to preserve some of the Gold Rush feeling, but the demands of twentieth-century commerce sometimes get in the way.

EARLY DAYS IN JACKSON²⁾

The place where the three forks of the small creek merge must have been a rest stop along an Indian trail to higher country.

The creek, in the 1830's and early 40s, may have been visited by Hudson Bay Company trappers, seeking beaver pelt a day or two's journey from their "French Camp" in the San Joaquin valley.

In the mid 1840s the creek junction and adjacent spring may have been frequented by workmen from John Sutter's "Pine Woods" company, whipsawing pine and cedar and fashioning barrels and pumps, a few miles northeast.

That the Indians stopped there or lived nearby the three forks is very probable, but whether trappers or workmen or any white man stood at the place before 1848 we may never know for sure.

1) Gold Rush Country - Lane books

2) Mr. Lawrence Cenotto of Jackson

It was the discovery of gold at "Culloma" on January 24, 1848, which caused some prospecting miner - whether a deserting or mustered-out New York volunteer, a native Californian ranchero, a Chilean, Mexican or American - to first discover the creek.

It probably was in early summer of 1848 when the three forks became a watering spot for prospectors from Mokelumne River bars going north or those from Drytown or Ione Valley going south.

Amador historian Jesse Mason writes - and he either repeats written tradition or relates what pioneers told him - that a few Mexicans mined the three forks with "batayas". Presumably, it was they and other passersby who littered the area by the spring with their bottles.

That accumulation of bottles gave the place its first name of Bottileas or Botellas, literally "bottles" in Spanish.

But the spring and three forks if really called Botellas were not so called for long. When newspapers or other documents refer to the place in 1849 it was called "Jackson's Creek".

In this case the Jackson after whom the small creekside camp was named was supposed to be a noted Indian fighter or military man, Alden A. M. (for Appolas Moore) Jackson, a native of New York.

He was about 40 when alone or heading a prospecting party he arrived at Botellas, sometime in 1848 or early '49. How long he stayed we do not know. Nevertheless, it was long enough to convince miners there he was a personage of importance and reputation. Botellas was dropped for Jackson's Creek after that.

By November, 1849, "Col." Jackson had established himself deep in the southern mines along the Tuolumne River. That spot, recently flooded by a new dam's impoundment, was named after Jackson, too - Jacksonville.

Perhaps the first historical mention of Botellas or Jackson's Creek appears in the journal of John McHenry Hollingsworth, a 2nd. Lt. in the New York volunteers.

In his account of a hiking ordeal through deep snow in that memorable winter of 1848-'49, Hollingsworth mentions reaching safely one night "... a Frenchman's hut where we were well treated.."

That hut, somewhere along the trail between the Mokelumne River and Ione Valley toward Sutter's Fort, may have been the rude tent or dwelling of 18 year old Louis Tellier at Botellas or Jackson's Creek.

Historian Mason and tradition do credit Tellier with being the place's first permanent settler. The young Frenchman pitched camp beneath what came to be a famous hanging tree in the 1850s in Jackson.

While that possible reference to Jackson may be dubious, we know adventurer Bayard Taylor, that day's Lowell Thomas, visited Jackson's Creek in late 1849.

As he first came down the ridge from Sutter's Creek he wrote that not the creek only, but all the ravines in the mountains around, furnished ground for their winter labors. A little knoll in the valley, above the reach of the floods, was entirely covered with their white tents.

Taylor stayed overnight in the camp in November, '49. He estimated the tent town's population at 60, "all settled for the winter". Since most miners during wet and cold winter days sought more comfortable accommodations in bigger valley towns, Jackson Creek's population must have far exceeded 60 in summer.

When statehood arrived, a Constitution approved, and the first counties formed, there were many camps in Calaveras County more populous than Jackson's Creek. But none had businessmen or politicians with grander aspirations for their town.

Knowing Jackson's Creek would be another second-rate village if it relied on its diggings, early Jackson leaders like Ellis Evans, W. L. McKin, A. C. Brown, Tom Jones and Charles Boynton correctly saw their town as a commercial and trading center and crossroads, and as a seat of government.

These men knew government and its taxing power was as rich a strike for a community as any shortlived gold mine. They had only one obstacle to their dreams, however. The legislature had inconveniently selected a one-tent town called Double Springs, south of the Mokelumne River, as the first county seat.

It had to be politics, of course. Camps much bigger than Double Springs or even Jackson's Creek had been overlooked. One of them, Mokelumne Hill, sought redress.

As the law allowed, its citizens petitioned for an election to establish the county seat. In February, 1851, that election was held, generally pitting south-of-the-river camps for Mokelumne Hill, and north-of-the-river camps for Jackson's Creek.

Not surprisingly, so many non-existing voters were found, so many ballots destroyed, tampered with, or stuffed, that election officials (bribed or controlled by Jackson?) rejected enough ballots to deprive Mokelumne Hill of a majority. The county seat stayed at Double Springs.

Records show that Mokelumne Hill polled 458 voters for a camp whose population was about 2,000. Jackson's Creek cast 286 ballots. Did that make the camp about half the Hill's size?

Incensed but undaunted Hill politicians went to the legislature and got a bill passed setting another election on the county seat issue for May. Again it was the "south versus north", Mokelumne Hill against Jackson's Creek.

Probably, had the election been completely honest, Mokelumne Hill would have won outright. Somehow north forces got enough ballots for the Hill rejected that Jackson actually won the election and the county seat!

It was at least a month after the election before officials had the courage to proclaim Jackson the new county seat. A paper said Mokelumne Hill partisans sent a posse after the judge who made the proclamation.

Between the elections in February and May Jackson's Creek certainly acquired more voters if not residents. From the 286 ballots in February, the camp polled 473 in May! The Hill had grown only to 583.

Thus, the first "golden era" of government in "Jackson" (now called after this second election in '51) started in June, 1851, and would last for about a year.

In the legislative session of 1852 partisans from the Hill, and a majority of the county's own legislative delegation, convinced the two houses that Mokelumne Hill, the largest camp, was indeed the deserving community for the permanent county seat.

Rather than risk another election where Jackson's more astute operatives could rig a victory, the legislature simply declared the Hill the county seat to "take effect and be in force from and after its passage" on April 16, 1852.

In March and May, 1852, two observers, Borthwick and Doble, described the growing Jackson. Borthwick, traveling through in March, wrote: "I arrived about noon the second day at Jacksonville (sic: Jackson), a small village called after General Jackson (sic) of immortal memory. I had noticed a great many French miners at work as I came along, and so I was prepared to find it a rather French-looking place. Half the signs over the stores and hotels were French, and numbers of Frenchmen were sitting at small tables in front of the houses playing cards.

"As I walked up the town, "Borthwick continued, "I nearly stumbled over a young grizzly bear, about the size of two Newfoundland dogs...which was chained to a stump in the middle of the street. I found he was more playful than vicious. He was the pet of the village, and was delighted when he could get anyone to play with, though he was rather beyond the age at which such a playmate is at all desirable...."

Incidentally, it was the same "tame" bear which not long after squeezed postmaster Henry Mann fatally.

The other observer, John Doble, would become a resident of Volcano, and future justice of the peace and deputy sheriff in Amador County. He wrote in May: "(Jackson has) 200 houses, some of canvas, some of clapboards, and some that are very good frames covered with sawed lumber."

"It has ten to fifteen stores, eight or ten gambling houses of different kinds, four American hotels, and six or eight French and Spanish restaurants and cafes, and two Spanish or Chilean Dance Houses."

Doble mentioned no churches. The town had none still although Methodist-Episcopal minister Fish had been exhorting the unfaithful for sometime in the Astor House bar.

From county formation in 1850 to loss of county seat in 1852 Charles Boynton and "Capt." Daniel Dunham served as "esquires" or JP's in Jackson. Boynton also published the town's first newspaper, the Jackson Sentinel, in February '52, in opposition to the Hill's efforts to get the county seat.

The Sentinel died after a few issues but was revived by Boynton and his backers in 1854 to support a division of Calaveras County, and the selection of Jackson as the county seat of a new county.

In December, 1853, Jackson town leaders, disappointed by the loss of the county seat and seeking some independence from county rule in the Hill, incorporated their town.

Jackson leaders, and other forces north of the Mokelumne, never satisfied with the county seat being in Mokelumne Hill or their association with the southern side of the county, continually schemed to become independent.

The first try to divide the county came in 1852 following the county seat removal bill. It failed as did another attempt to form "Mokelumne" County in 1853. By 1854, however, both sides of the river and the legislature itself, tired of fighting the issue, passed the division bill which called for an election in June.

Voters in Calaveras may not have approved the split - election officials in Mokelumne Hill never did certify a winning margin - but the county was split nonetheless and another election held for Amador County's first officers, and the selection of the county seat.

Despite a strong opposition by Volcano, the new county's biggest town, Jackson prevailed, regaining county seat status after over two years as a mere town.

In 1855 and '56 Jackson fought off a major effort in the legislature by Volcano partisans to have another county seat election. It failed, Volcano lost population and influence, and Jackson remained county seat unchallenged after that.

I-B. LOCATION AND DESCRIPTION OF THE AREA

Jackson is situated in the central Mother Lode region of the Sierra Nevada mountains, 40 miles east of the seaport of Sacramento and 45 miles east of the seaport of Stockton. It is located at the junction of Highway 49 (the Golden Chain Highway) and Highway 88, between Sutter Creek, which is 4 miles north and San Andreas which is 15 miles south. Jackson is situated in steep to rolling terrain with steep streets of alignment and grade all dictated by the local terrain with very little level ground. This adds considerably to the charm of the town, diminishes flooding potential, but adds to the problems associated with land developments such as parking lots and shopping centers.

Many old historic buildings are located here, including the Louisiana House (in operation since 1861), the tallest three story building in the United States, the Kennedy and Argonaut gold mines (1850), and the Kennedy tailing wheels erected in 1912 for the prevention of stream pollution. A minimum of fifteen food establishments in the immediate Jackson area is rapidly making the area a very popular spot for valley residents in their continuing quest for relief of the pressures of big city living.

Amador County extends from rolling plains in the eastern edge of the central valley easterly along rising ridges and valleys to the high crests of the Sierras along its eastern boundary. Elevations range from 200 feet in the valley to more than 9000 feet in the eastern mountains.



I-B-2

STREET MAP OF
JACKSON
AND VICINITY



Legend

- 49 STATE SIGN ROUTE NUMBER
- PARK
- CHURCH
- SCHOOL
- PLACES OF INTEREST
- WATER COURSE (WITH BRIDGE)
- CITY LIMITS
- STATE HIGHWAY
- SECONDARY STREET
- LOCAL STREET



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I-C. EMPLOYMENT DATA

AREA - JACKSON LABOR
MARKET AREA
(AMADOR COUNTY)
In September 1972

CIVILIAN LABOR FORCE AND EMPLOYMENT

(Department of Human Resources Development)

ITEM	NUMBER OF WORKERS		
	(9-72) ¹	(3-72) ¹	(9-71)
1 - Civilian Labor Force	4,300	4,175	4,125
2 - Unemployment	150	450	150
a - Percent of Civilian work force	3.5	10.8	3.6
3 - Employment Total	4,150	3,725	3,975
a - Nonagricultural Wage & salary	3,300	2,900	3,125
(1) manufacturing	800	650	850
(2) non-manufacturing	2,500	2,250	2,275
b - Other Nonagricultural employment	625	625	625
c - Agriculture	225	200	225

Narrative Comment: The total employment in the Jackson Labor Market Area (Amador County) was 4,150 in September 1972, compared with 3,725 in March 1972 and 3,975 in September 1971. Employment gains since March 1971 were shared by manufacturing and non-manufacturing groups. The opening of a new particle board plant in Martell (American Forest Products) in August 1972 increased lumber and wood product employment, while seasonal employment advances in services contributed most to the increase in nonmanufacturing employment. Over the year, most of the employment gains centered in services and government.

Unemployment dropped from 450 in March 1972 to 150 in September 1972. The unemployment rate hit a low of 3.5% for September 1972, down from 10.8% in March 1972. In September 1971, the unemployment rate was 3.6% when the same number were unemployed, but 175 fewer were employed. The annual average unemployment rate for 1972 was about 6.7%, compared with 6.8% in 1971.

The recent completion of Highway 88 as an all-year trans-Sierra route through Amador County should help smooth the wide employment changes over the year. Increased tourist travel and maintenance of the highway will add employment in the winter months. A new multi-million dollar ski resort recently completed at Kirkwood Meadow will also attract more tourists to the county to boost service and trade employment. In June 1973, the unemployment rate is expected to be about 4.6%, while the nation's unemployment rate was 5.2% in 1972. The seasonally adjusted unemployment rate was 5.8% in California as of August 1972.

U. S. DEPT. OF LABOR MANPOWER ADMINISTRATION

	AMADOR CO.	CALAVERAS CO.	TUOLUMNE CO.
1970 census population	11,821	13,585	22,169
Percent White	87.9	89.7	88.9
Percent Black	2.7	1.0	1.1
Percent Spanish American	7.6	5.7	7.0
Percent American Indian	1.4	1.3	2.5
Other Races	0.4	2.3	0.5
Civilians +16 years	3,969	4,278	7,428
Unemployment +16 years	299	434	744
Percent Unemployment	7.0	9.2	9.1
Civilian Labor Force +16 yrs.	4,268	4,712	8,172
Workers working in Amador Co.%	76.0	75.3	84.8
Median Family Income 1969	\$8,822.00	\$8,483.00	\$9,129.00
Families Below Poverty Level%	8.4	9.3	9.4
Families with Public Assistance	165	249	413
Vietnam Veterans	216	166	576

CHARACTERISTICS OF THE
LABOR FORCE (AMADOR COUNTY)

Extent of Unionization:

Construction and railroad workers are unionized.

Major industrial companies are unionized.

Retail clerks in major supermarkets are unionized.

Amador is considerably lower in unemployment than her two neighbor Mother Lode counties and has a smaller number of percentage of families below the poverty level, and a smaller percentage of families with public assistance. The percentage of workers commuting out of the county to work is 24% which is about the same as Calaveras County.

Additional industry in Amador County should help to keep more workers within the county.

However, Jackson labor area in November 1972 was listed by the U. S. Department of Labor as an area of substantial unemployment. An area is placed in this category when:

- (1) Unemployment in the area is equal to 6% or more of its work force, discounting seasonal or temporary factors, and
- (2) It is anticipated that the rate of unemployment during the next 2 months will remain at 6% or more, discounting temporary or seasonal factors.

The Angels Camp (Calaveras County) labor market was also placed in this category. This classification makes certain industries eligible for federal procurement preferences and the area may be eligible to be classed as a redevelopment area by the Secretary of Commerce and become eligible for all types of federal assistance.

Jackson and Angels Camp labor areas are eligible under Title 1 of the Public Works and Economic Development Act, due to having unemployment in calendar year 1971 data of over 6%. Jackson should take advantage of this opportunity to help alleviate its unemployment problem.

Trends in Employment and Unemployment

Employment in the Jackson area and Amador County is subject to seasonal fluctuations because much of its economy is based on the logging and "woods" type activity of the lumber industry. The logging portion of the industry has to be done during the summer and adjacent months when the forests are accessible and the labor force involved is often unemployed during the winter months, although the activities at the "Mills" continues essentially throughout the year. The other manufacturing or industries such as the clay industry are quite stable throughout the year and employ many Jackson area residents.

Another seasonal fluctuation is that connected with the tourist trade. For the most part, this is restricted to the summer months. This should be helped considerably by the new recreational ski developments associated with new all-year highway 88.

Other stable employers is the California Youth Authority installation located adjacent to Lone, and the City of Jackson, County of Amador, and State of California employees contribute a relatively high percentage of the stable work force in the Jackson area.

American Forest Products recently opened (1972) one of the newest and most modern particleboard plants in the nation at Martel and completed a new sawmill in 1970. A plywood plant has been in operation since 1959. The area devoted to manufacturing, storage, and attendant facilities, totals 160 acres. The annual payroll exceeds \$6 million, and over 1 million is expended nearby for equipment, services and supplies and that approximately \$3 million is paid yearly to the U. S. Forest Service for timber purchased to supplement that supplied from company owned tree farm lands. The tree farm system helps to insure a continued supply of timber for future generations and continued local employment.

The largest portion of the facility's production is shipped to market via AFPC's Amador Central Railroad. Established in 1908 to provide freight service for the Mother Lode area, the Amador Central connects with a transcontinental railroad 12 miles distant to Ione.

Major raw material resources include: Timber, limestone, clay, lignite, sand and gold.

Manufacturing Facilities

NAME	EMPLOYEES	PRODUCTS
County of Amador	113	Government
Fresno School of Forestry	270 (400 when AFPC installation)	
School system	215	Education
Amador Hospital	107	General Hospital
Pacific Gas & Electric Co.	83	Service (Utilities)
U. S. Forest Service	400	National Forest
State Division of Forestry	35	Forestry Management
Pacific Telephone Co.	24	Service
Volcano Telephone Co.	10	Service
California Division of Highways	500	Highways

• Peak Seasonal

Manufacturing Employment

There are 10 manufacturing plants in the county area. Leading classes of products are: lumber, lumber products, clay, sand, lignite and casting materials.

The largest manufacturing firms in the area are:

<u>NAME</u>	<u>EMPLOYMENT</u>	<u>PRODUCTS</u>
American Forest Products	575	Lumber
Interpace	100	Sand, clay & ligni
Owens-Illinois	41	Sand & limestone
Cal - Mills	37	Cedar Products
Amador Minerals	12	Casting materials
Knight Company	6	Foundry

Major raw material resources include: Timber, limestone, clay, lignite, sand and gold.

Non-Manufacturing Employment

<u>NAME</u>	<u>EMPLOYMENT</u>	<u>PRODUCTS</u>
County of Amador	313	Government
Preston School of Industry	270 (400 wards)	CYA Installation
School System	215	Education
Amador Hospital	107	General Hospital
Pacific Gas & Electric Co.	83	Service(utility)
U. S. Forest Service	66*	National Forest Mg
State Division of Forestry	35	Forestry Managemen
Pacific Telephone Co.	24	Service
Volcano Telephone Co.	18	Service
California Division of Highways	50*	Maintenance

* Peak Seasonal

Lack of Industry

There appears to be a potential for industry in the area as indicated by the unemployment rate. Comments have indicated that light industry could be beneficial for the area. Light and heavy industry should be centered in the Martell and Ione areas within easy commute distance to Jackson. These areas contain the needed rail facilities and have existing established industry.

Total employment in Amador County is broken down in the following table. The largest consistent gains in employment are found in the services and transportation/communication/utilities categories.

	<u>1968</u>	<u>1969</u>	<u>1970</u>
Total employment	3600	3700	3750
Agricultural	225	225	225
Non-agricultural	3375	3475	3525
Manufacturing	725	725	750
Lumber & Wood	625	625	625
Non-manufacturing	2025	2125	2150
Mining	100	100	75
Contract Construction	100	125	75
Transp., Comm. & Util.	125	125	200
Wholesale & Retail Trade	450	475	475
Finan., Ins., & Real Estate	75	75	75
Services, except Private Household	225	275	300
Government	950	950	950
Federal	50	50	50
State	525	525	525
Local	375	375	375
All other Nonagricultural	625	625	625

Source: Human Resources Development Technical paper.

The basic work force is non-union and generally unskilled. There are few unfilled jobs available in the county. The Chamber of Commerce reports that several contacts are made each day asking about available employment.

Skilled Shortages

There has been a shortage of nurses aids and vocational nurses at the County Hospital in Jackson. Currently the hospital offers approximately three courses a year with about 12 per session, and they seem to be maintaining an adequate supply for the current needs.

There appears to be a shortage of well qualified repairmen for the home appliance field.

There appears to be a need for training a general "woods-worker" in the logging industry. There is no definite or established way to train these men, and the currently used "school of hard knocks" is not satisfactory.

The concentration and centralization of vocational rehabilitation potential for people in the county is located in Sacramento and Stockton. Both of these large rapidly growing metropolitan areas are nearly an hours drive from Jackson.

I-D. CLIMATE

There are an average of 290 days of freeze-free weather per year in Jackson. The average annual rainfall in Jackson is about 29 inches, and Jackson is situated approximately 1200 feet above sea-level.

The city usually gets a little snow each year, to add to its charm.

Jackson's temperature range is from 17° to 114° air temperature.

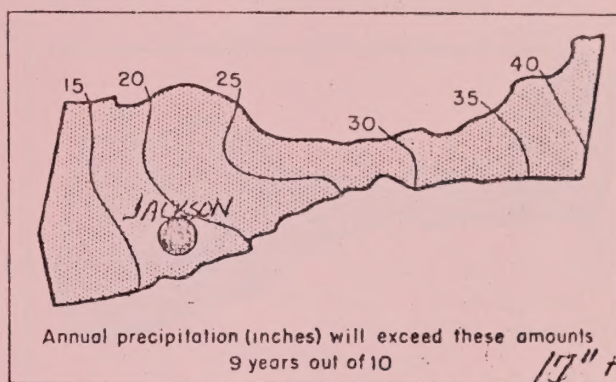
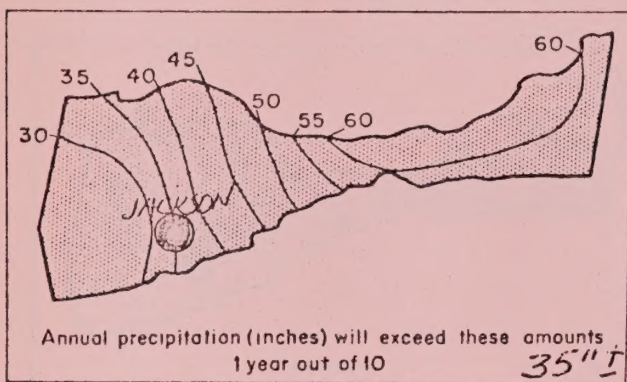
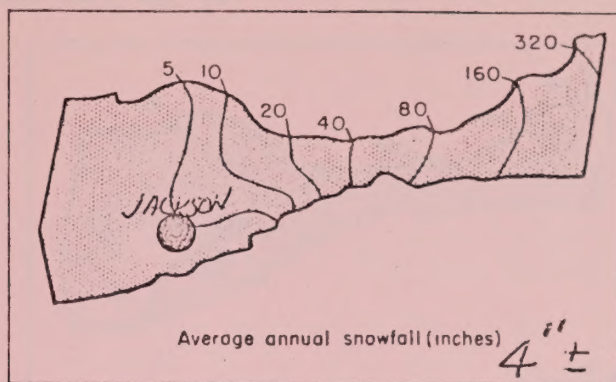
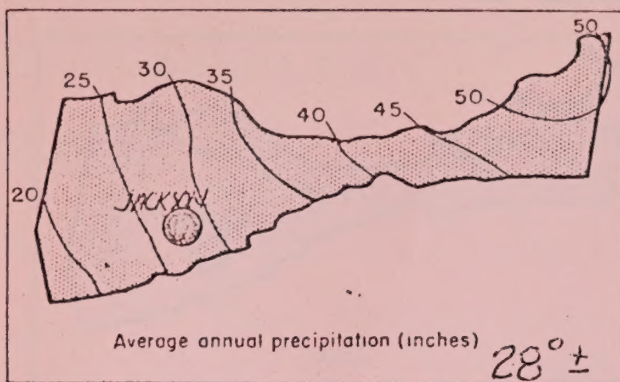
The climate of the county varies with elevations, ranging from warm and dry in the lower western section, mild and pleasant in the central section, and with warm summers and severe winter conditions in the high eastern mountains.

County temperatures: Average Minimum, 45.9 degrees

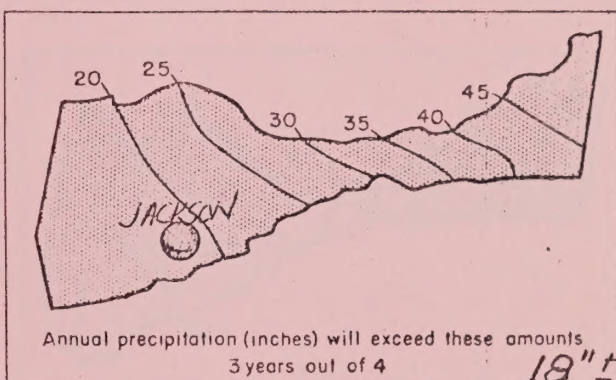
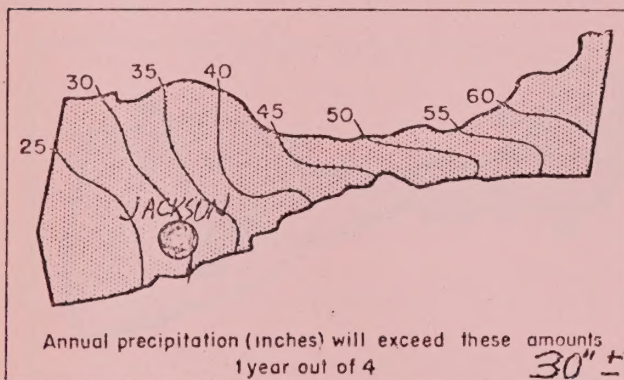
-Average Mean, 61.6 degrees

Average Maximum, 76.0 degrees
County Average Annual Precipitation 30.6 inches

County Average Length Growing Season 252 days



JACKSON 10 YR RANGE 17" TO 35"



JACKSON 4 YR RANGE 18" TO 30"

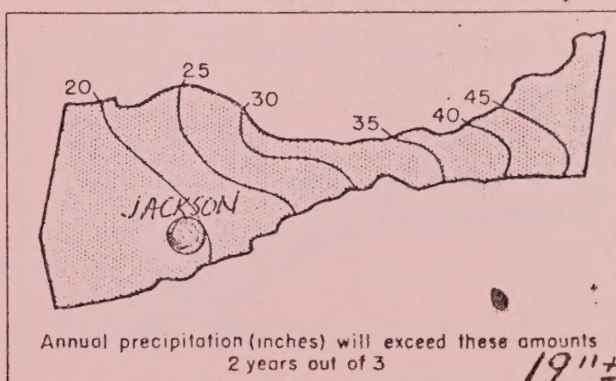
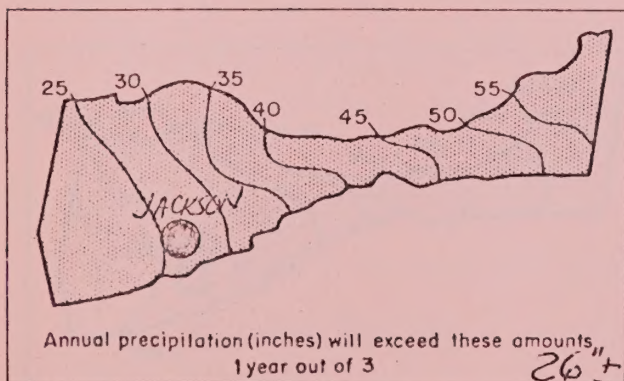


Figure 29.—Precipitation in Amador Area and in adjoining areas.

JACKSON 3 YR RANGE 19" TO 26"

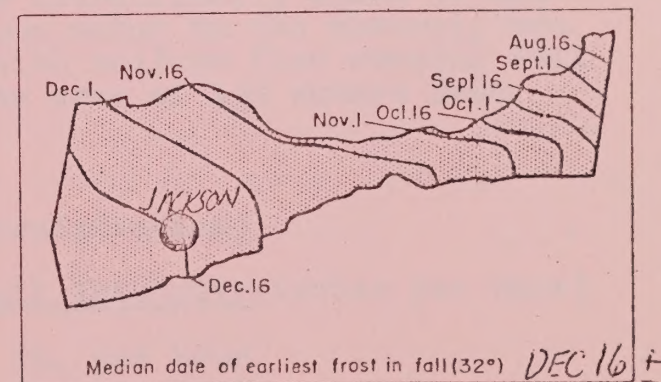
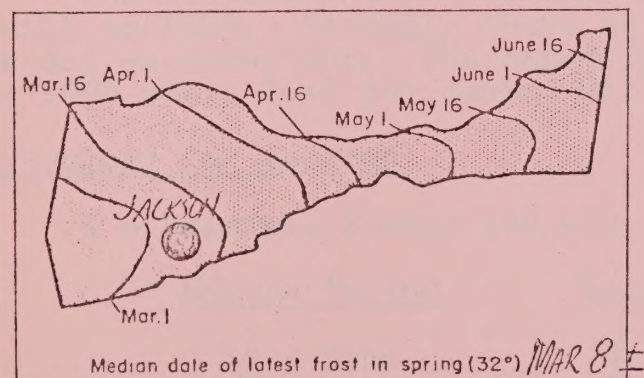
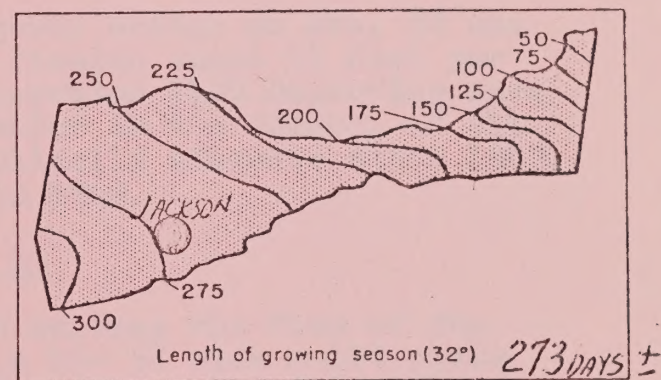
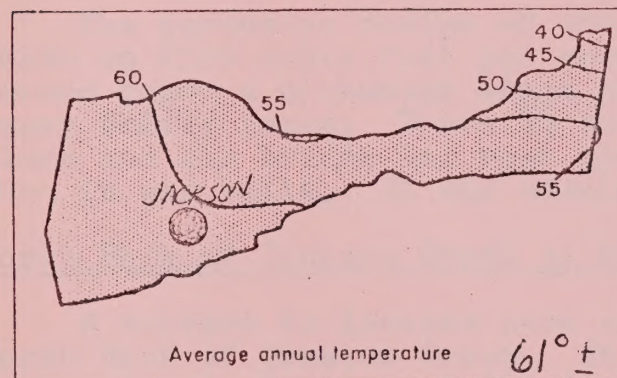
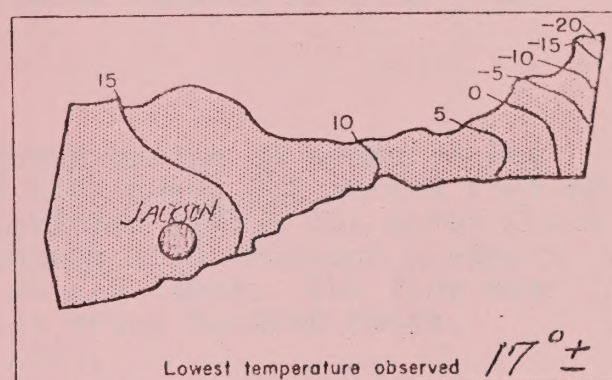
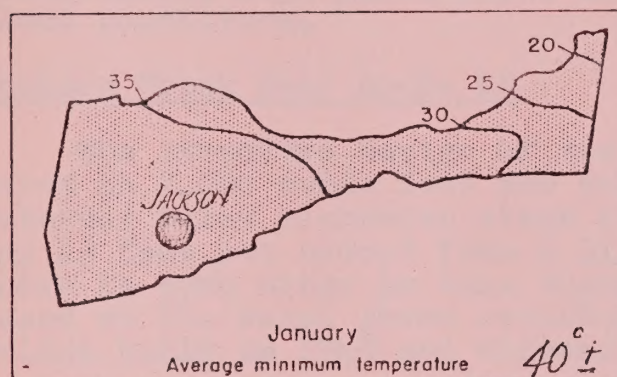
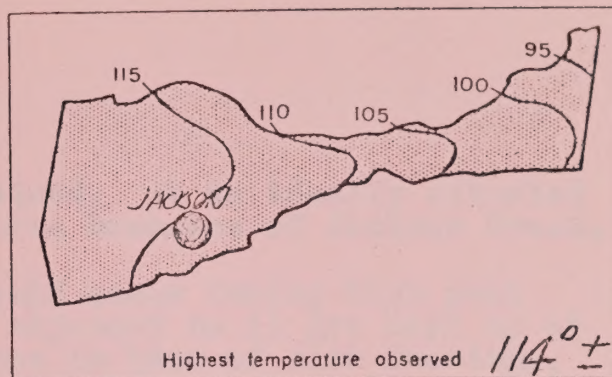
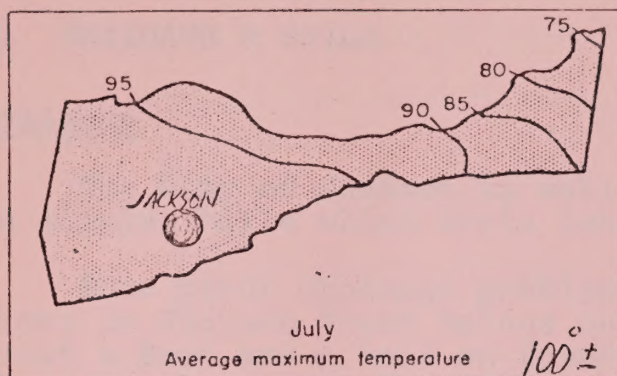


Figure 28.—Temperature, frost data (32°), and length of growing season in Amador Area and adjoining areas.

I-E. DRAINAGE & SOILS

Drainage

The City of Jackson is well drained. It is ideally situated on sloping hills which drain into three branches of Jackson Creek.

Some minor drainage problems could occur during high peak flows in Jackson Creek unless homes adjacent to it are kept up at least a foot and a half on foundations in lieu of slab footings. There has been some flooding in Jackson along Jackson Creek during the gold era of the past century, caused by a combination of historically high flood flows and denuded forests causing flash flood conditions.

Jackson Creek Near Route 49

The structure design of the highway bridge on Route 49 was based on 7,000 cubic feet per second with about 540 square feet of waterway below highwater stage at elevation 1187.4 for water flowing 13 feet per second from a 31.5 square mile drainage basin. There is some water in this channel at all times. The flow was based on the worst storm occurring once every hundred years. Bridge built in 1948 and widened in 1969.

South Fork of Jackson Creek Near Rte 88-49 Jct.

The structure design of the highway bridge on Rte. 88 was based on 2500 cubic feet per second flowing about 11 feet per second below a highwater stage at elevation 1189 occurring once every thirty years. There is some water in the channel at all times and the bridge has been hydraulically adequate since 1948, when it was built. It was widened in 1969.

North Fork of Jackson Creek at Rte. 49

A culvert is located here which carries the flow of the North Fork of Jackson Creek. It is a 16' 5" wide multi-plate arch culvert, 9' high, built in 1948 and lengthened in 1969.

The structure has been adequate hydraulically since it was built in 1948. Normally there is some water in the channel, but is dry on occasions. The capacity with uniform flow running full is 1990 cubic feet per second with an area of 135 square feet.

Hydrology for Jackson

A - Rainfall Factor (60 min. precipitation)

<u>Return Period</u>	<u>Rainfall Intensity (inches per hour)</u>
10 - year	0.85 in. per hour
25 - year	0.95 in. per hour
50 - year	1.00 in. per hour
100 - year	1.15 in. per hour

B - Average Annual Precipitation

28.48 ins. (Based on a 15 year record at Sutter Hill
Ranger Station)

C - Runoff Coefficient

55% partially developed areas
65% expected full development areas

A study of the flood records and past discussions with state maintenance superintendents revealed that some minor flooding has occurred over the years on State Highway 49 near Sutter Street and caused some minor flooding near the sag in the highway about 450 feet further south on the west side of Rte. 49. No flooding has occurred here since the highway was widened and repaved.

The city maintenance department should insure that no major accumulation of debris is allowed in the branches of Jackson Creek which could cause some overflows. During the heavy rainfalls, checks should be made to determine that all City and State highway drainage grates are kept open.

The primary drainage of the county is in two rivers which form county boundaries, the Cosumnes River on the north and the Mokelumne river on the south.

Soils

The soils in the Jackson planning area generally consist of the following types.

1 - East of Jackson, the soils are of the Mariposa-Josephine Sites Association. These are shallow to deep soils in materials from metasedimentary rocks.

2 - Central Jackson and to the west are the Auburn-Exchequer Association. These soils are very shallow to moderately deep, rocky or gravelly soils in material from metabasic rocks and metasedimentary slate and schist.

A general sampling of the soils and slopes are as follows and covers most of the Jackson area.

- 1 - Exchequer and Auburn very rocky loams on 3 to 31% slopes.
- 2 - Auburn very rocky silt loam moderately deep 3 to 31% slopes.
- 3 - Auburn very rocky silt loam 3 to 31% slopes.
- 4 - Auburn very rocky loam 3 to 31% slopes.
- 5 - Maymen-Mariposa complex 16 to 51% slopes.
- 6 - Argonaut very rocky loam 3 to 31% slopes.
- 7 - Mixed alluvial land.

8 - Mine tailings and river wash.

Due to the slopes and rocky nature of the soils, the agricultural potential is not good but erosion resistance is moderately good.

I-F. AGRICULTURE AND MINERAL PRODUCTION

Although it is estimated that more than 80 percent of the land in the county is included in farms, very little is actually cultivated. Stock raising consists mainly of beef and dairy cattle; it is the principle agricultural activity. Clay, silicate, sand and lignite account for the bulk of the county's mineral production. There is very little agriculture or mineral production in Jackson at the present time, nor is the local economy heavily dependent on this, although the town was originally started and existed for many years from these activities.

The Mother Lode Area

The Mother Lode mining belt extends from a portion of Fresno County north and includes most of Plumas County, as shown on the following map. The "Mother Lode", however, is a belt of gold-bearing quartz veins approximately one mile wide and 120 miles long extending from Mariposa through Jackson and north to Georgetown and may possibly extend further north.

The productive resources of the highly mineralized Mother Lode Mining Belt include gold, silver, some platinum, a few diamonds, tungsten, copper, lead, zinc, asbestos, manganese, chromite, iron, limestone, dolomite, clay, lignite, sand, gravel, slate, building stone and crushed rock.

Mother Lode Gold

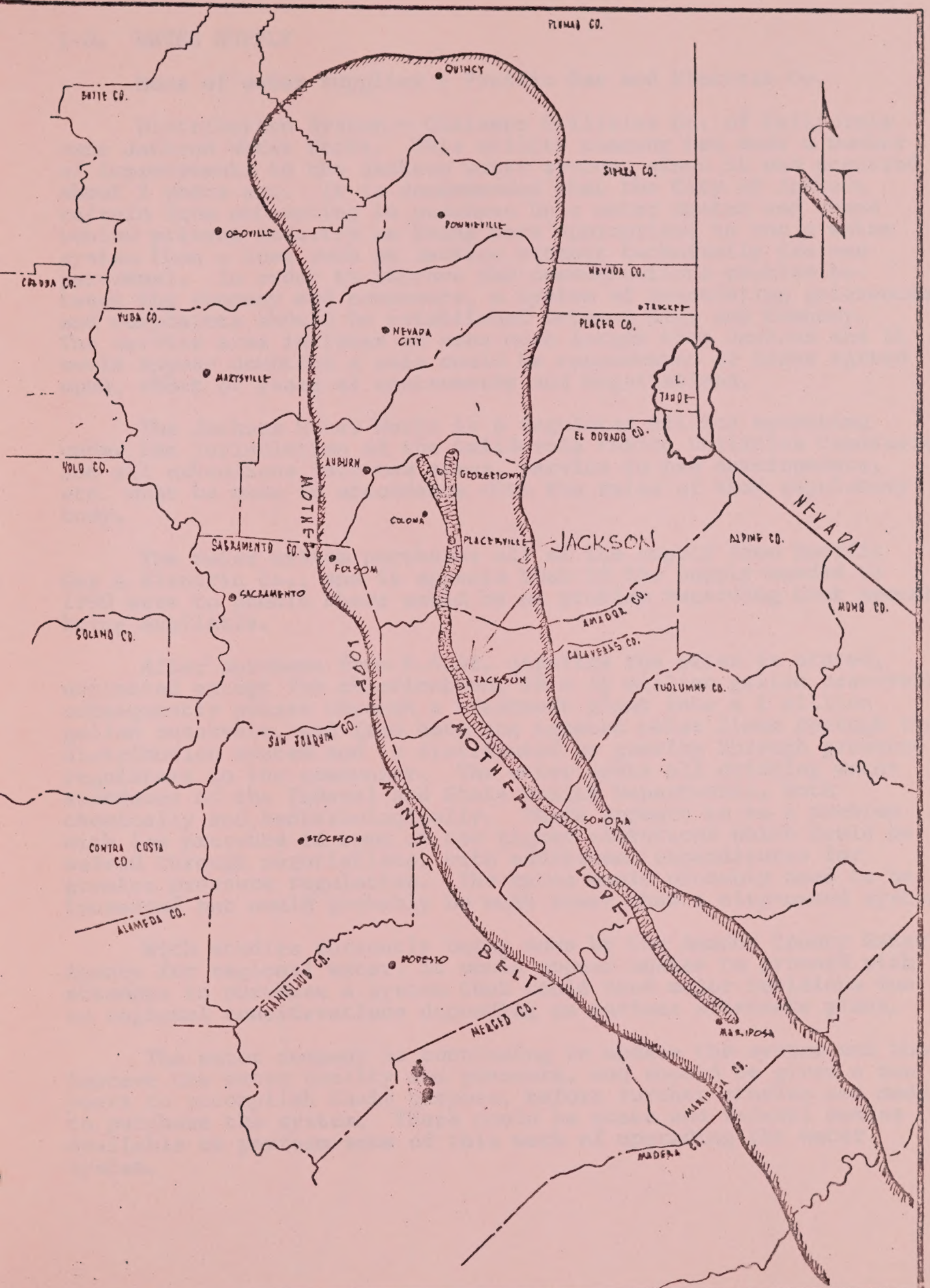
Gold valued at more than two and a third billion dollars came from California mines from 1848 to 1954. The 1852 production of 81 million was more than 60 percent of the world gold production that year. Mother Lode gold built the gateway cities of San Francisco, Sacramento and Stockton and provided the money for the Central Pacific Railroad, and other important industries. Placer deposits contributed more than 40 per cent of California's total gold production. The hard rock mines of the Mother Lode produced more than a billion dollars worth of gold.

The richest section of the Mother Lode was the twelve mile stretch from Jackson to Plymouth. Sixteen mines in this area produced gold valued at 180 million dollars. The richest mine in the section was the Kennedy near Jackson with a total production of between 34 and 45 million, depending upon what value of gold you use. The neighboring Argonaut mine produced gold valued at 25 million.

The Argonaut gold mine was first worked in 1850 and operated continuously from 1893 to 1943. Its greatest vertical depth was 5570 feet.

The Kennedy gold mine claim was located in 1856. The mine was inactive from 1875 to 1885 but operated continuously after that until shut down in 1942 during World War II. Its deepest vertical cut went 5912, the deepest in the U. S.

Both of the mines are in the Jackson planning area.



I-G. WATER SUPPLY

Name of water supplier - Pacific Gas and Electric Co.

Distribution System - Citizens Utilities Co. of California owns Jackson Water Works. This utility company has made a number of improvements to the Jackson water system, since it was acquired about 2 years ago. It is recommended that the City of Jackson refrain from attempting to purchase this water system and stand behind private industry as being more appropriate to run a water system than a town such as Jackson without technically trained personnel. In order to improve the communications problem between the company and consumers, a system of negotiating grievances and complaints should be established between City and Company. The service area includes an area much larger than Jackson and it would appear doubtful a sale could be consummated or terms agreed upon, short of years of controversy and negotiations.

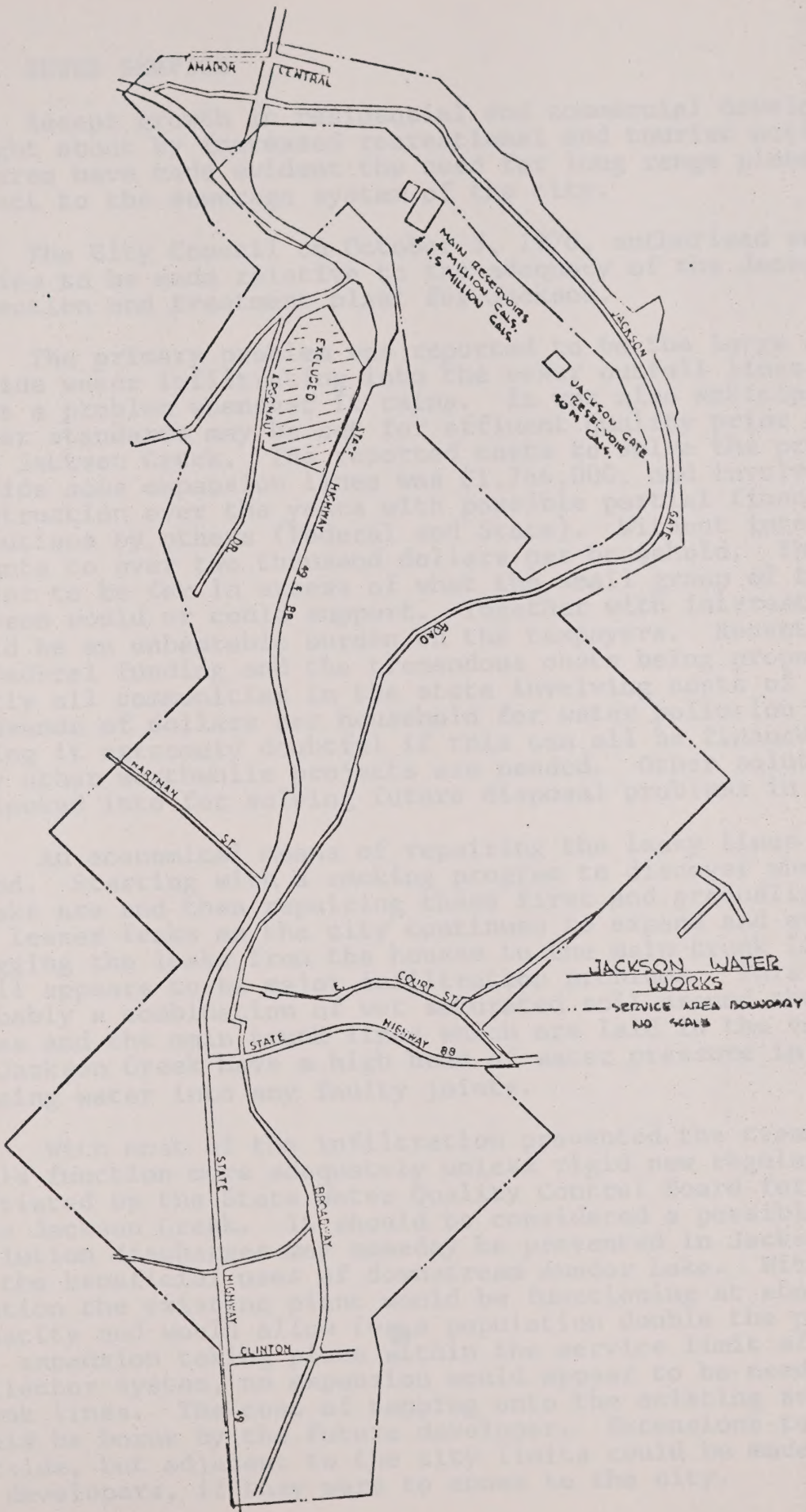
The Jackson Water Works is a regulated utility operating under the jurisdiction of the California Public Utilities Commission, and all extensions into new areas, service to new developments, etc. must be made in accordance with the rules of that regulatory body.

The water system purchases all of its supply from Pacific Gas & Electric Co., and it appears that if the supply needed to 1990 were to double there would be no problem regarding that amount being available.

After purchase from P.G.&E. pipeline the water is stored, untreated except for chlorination, in a 3½ million gallon reservoir, subsequently passes through a treatment plant into a 1 million gallon reservoir, and from here the treated water flows through the distribution system and is distributed by gravity through pressure regulators to the community. The water meets all drinking water standards of the Federal and State Health Departments, both chemically and bacteriologically. There appears to be a problem with low pressure in some of the higher elevations which could be solved through negotiations, with additional expenditures for greater pressure regulation. The rates would probably need to be increased but would probably be much lower than a city-owned system.

With studies currently being made by the Amador County Water Agency for regional water, it would appear unwise to proceed with attempts to purchase a system that could need major revisions due to regional considerations depending on various alternate plans.

The water company is continuing to update the system and thus improve the water quality and pressure, and should be given a few years to accomplish their purpose, before further studies are made to purchase the system. There could be state and federal monies available to perform some of this work of upgrading the water system.



I-H. SEWER SERVICE

Recent growth in residential and commercial development being brought about by increased recreational and tourist activity in the area have made evident the need for long range planning with respect to the sewerage system of the city.

The City Council on October 5, 1970, authorized engineering studies to be made relative to the adequacy of the Jackson Sewage collection and treatment plant for Jackson.

The primary problem was reported to be the large amount of outside water infiltrating into the sewer outfall lines. This becomes a problem whenever it rains. It was also anticipated that higher standards may be set for effluent quality prior to discharge into Jackson Creek. The reported costs to solve the problem and provide some expansion lines was \$1,764,000, and involved stage construction over the years with possible partial financial contributions by others (Federal and State). Without interest this amounts to over two thousand dollars per household. These costs appear to be far in excess of what the small group of taxpayers in Jackson would or could support. Together with interest costs this would be an unbearable burden on the taxpayers. Recent cutbacks in Federal funding and the tremendous costs being proposed for nearly all communities in the state involving costs of several thousands of dollars per household for water pollution control is making it extremely doubtful if this can all be financed, since so many other worthwhile projects are needed. Other solutions must be looked into for solving future disposal problems in Jackson.

An economical means of repairing the leaky lines must be found. Starting with a smoking program to discover where the major breaks are and then repairing these first and gradually repairing the lesser leaks as the city continues to expand and eventually plugging the leaks from the houses to the main trunk lines, if there still appears to be major infiltration problems. This problem is probably a combination of wet saturated soil around the collection pipes and the main trunk lines which are laid in the various branches of Jackson Creek have a high head of water pressure in the creek forcing water into any faulty joints.

With most of the infiltration prevented the treatment plant would function more adequately unless rigid new regulations were initiated by the State Water Quality Control Board for discharge into Jackson Creek. It should be considered a possibility that all pollution discharges may someday be prevented in Jackson Creek due to the beneficial uses of downstream Amador Lake. Without infiltration the existing plant would be functioning at about one half capacity and would allow for a population double the present. With all expansion taking place within the service limit of the existing collector system, no expansion would appear to be needed in main trunk lines. The cost of tapping onto the existing sewer lines would be borne by the future developer. Extensions to developments outside, but adjacent to the city limits could be made and paid for by developers, if they were to annex to the city.

The existing system appears to have been well thought out in the past with allowances made for future growth. The primary problem of the collector system appears to be its age. The main lines were laid in the bottom of the branches of Jackson Creek to make possible a gravity flow system and eliminated the need at the time for tearing up all the streets.

With the requirements of the state and federal governments concerning creation of regional sewer systems involving several communities before any financial participation be given serious consideration, it would appear prudent not to undertake major expansion and improvement plans at this time at the disposal plant.

A steady maintenance and repair program should be undertaken to find and plug the leaks, with requests made for any state and federal grants possible. The sewerage study report by Glantz and Gamayo made in 1972 suggests using television scanning of the inside of the sewer lines to detect the leaks. This TV camera would be passed through the lines, locating, filming and logging all leaking or broken joints and pipe sections. The camera is followed by a packer capable of testing joints under pressure. Those which fail the test are sealed with a chemical grout which is pressured in place by the "packer". Major breaks and longitudinal leaks would need to be repaired by digging out and replacing pipe sections.

This repair work could be spread out over the coming years, to coincide with the anticipated growth of the city. A large amount of storm water flows into the collection system in the downtown area through connections of roof drains to the sewer lines. This should be prevented.

Another consideration to study is for the requirement of having all large development building adjacent to the city wishing annexation to require a package treatment plant similar to trailer parks in rural areas. This would be in areas where the effluent could be discharged legally into branches of Jackson Creek, if discharge specifications can be met.

Another consideration for expansions outside the city would be a requirement that prior to connecting to any extended city sewer lines, each home, apartment building, commercial development, etc. would have to construct a septic tank primary treatment plant. This would make possible a much cleaner effluent eventually reaching the city treatment plant. For a single home this could be a relatively economical, 1200 gallon concrete septic tank and for larger developments a much larger tank would be required. Leaching the effluent through leach lines prior to discharging into the city collection system could also be required, where leach line space was available in the rural areas.

The city could also require new developments and homes within the city to also pre-treat their sewerage with concrete septic tanks prior to discharge into the city collection system. A 1200 gallon concrete tank costs about \$250 to purchase and the cost to

excavate and connect up varies with soil conditions, etc. may cost another \$200 with additional costs for rocky ground. The major cost of a septic tank system is usually in the leach line. But without a leach line requirement the cost would probably be about \$400 to \$500 per new household unit. This cost would be borne by the developer or home builder. No costs to the existing homeowner would be necessary, except for the costs to repair all leaks in the existing sewer system of Jackson through increased taxes. Something has to be done, however, if the city continues to expand, as the existing system will become over-taxed due to the infiltration problem.

The Sutter Creek Wastewater Treatment Plant has a condition in the financial grant that requires it to be a regional facility that can be expanded to provide capacity for other waste producers in the area. It is anticipated that the following dischargers would or could utilize the Sutter Creek plant for secondary treatment of their waste waters.

City of Jackson

Martell

Argonaut Heights

Amador City

The waste from these communities would be given partial treatment near Sutter Creek. Effluent from the plant could be used for local irrigation. Excess effluent could be transported by ditch or pipe to Ione for ground water recharge along with effluent from a joint Ione-Preston School of Industry plant.

It is proposed that a new engineering study be initiated with an engineering firm to solve these problems, taking into consideration regional planning with other communities, economics of the local economy, and the very latest laws and regulations by the state and federal governments which appear to be changing constantly as economic and social conditions vary. Federal financing may also be contingent on plants producing discharges equal in quality to the receiving waters by 1985.

In conclusion it would appear prudent for Jackson to continue to upgrade the existing collection system, and continue to study other long range alternates. A policy on annexations and new buildings within the city should be adopted with respect to sewerage disposal. The city should also continue to study land disposal methods in the event future discharges are prevented economically in Jackson Creek. It appears that financial grants in the future will be associated with regional plants or real problem areas with land disposal methods rapidly coming into vogue. The city should refrain from any major plant expansion at the present time as conceivably the new plant could become obsolete before completion, with ever changing laws.

Some of the possible uses of reclaimed water from the existing secondary plant would be irrigation of dairy pasture, vegetable crops, vineyards and orchards, and spreading on sandy areas. Even less opposition would come from the following uses: irrigation of hay or alfalfa, pleasure boating, and commercial air conditioning. The smallest opposition would be light-industry

processes, home toilet flushing, golf course hazard lakes, residential lawn irrigation, recreation park irrigation, golf course irrigation, highway greenbelt irrigation, and road construction. Jackson has purchased some land near the treatment plant that could be relied on in future years for perhaps some of these uses and for sludge ponding. Jackson has been very progressive in long range sewerage problem planning. One more thought would be to add pure water from outside sources such as wells, pipelines, etc. to the discharge effluent prior to discharges into Jackson Creek to increase the quality for meeting future quality standards.

Consideration could be given to future improvements of the golf course within Jackson to perhaps utilize partially treatment effluent from a small package plant to sprinkle irrigate lawn areas and providing water for golf hazard lakes. The effluent could be diverted from city outfall lines. All of these and many other possibilities should be studied in order to provide for Jackson's future growth.

I. SOLID WASTE DISPOSAL AND AIR POLLUTION

Solid Waste

Simply stated, the biggest problem of solid waste is getting rid of it. At present, much of the solid waste in Amador County is buried. Many junked cars and appliances are also discarded at these sites. There is some scattering of litter along roadsides and in campgrounds by tourists and some promiscuous dumping of garbage by local citizens, but this is not particularly widespread.

Many junked cars end up in the wrecking yard on Highway 88 near Martell. In recent years federal funds were used to plant screening shrubs and trees to hide the eyesore. However, the mission has not been accomplished. The State Highway Department is the logical agency to continue to manage this program in the future. Another potential eyesore is also on Rte. 88 near the junction with the ridge road west of Martell on the south side of Rte. 88. Excess parts and miscellaneous pieces of junk are scattered about for no apparent reason, presenting a poor approach to Jackson.

There are no trash cans on the streets in Jackson, which encourages residents and tourists to litter the streets and sidewalks.

New sanitary landfill sites should help to solve some of the problems of old appliances, and will close the open dumps and eliminate burning.

Air Pollution

There is not an air pollution problem in Jackson. Much of the future air pollution problems, if any, could probably end up coming from San Joaquin or Sacramento counties. For example, peat dust from fields in San Joaquin county will flow into Amador county.

Within the Jackson area the major source of pollution will be the automobile exhaust. With the increasing number of tourists expected in the future, this source of air pollution may increase, but with stricter automobile exhaust emission control standards, the amount per car will decrease, with an overall increase or decrease, depending on future traffic volumes and emission control laws. American Forest Products pollutes the air some but continues to alleviate the problem with the passage of time, and a progressive attitude.

Air pollution in Jackson should not be a problem of any consequence.

I-J. RECREATION RESOURCES

Major recreational areas nearby or located such that access is through the Jackson area.

<u>Existing</u>	<u>Shoreline</u>	<u>Water Surface Acres</u>
Camanche Reservoir	5 1/4 miles	7,770 acres
Pardee Reservoir		2,290 acres
New Hogan Reservoir		4,410 acres
Lake Amador	13 miles	385 acres
Silver Lake		525 acres
Kirkwood Meadows Ski Resort		
Silver Ski Basin Ski Resort		
Peddler Hill Ski Resort		
El Dorado National Forest		
Mt. Zion State Forest		
Lower Bear Lake		727 acres
Upper Bear Lake		164 acres
Salt Springs		700 acres
<u>Proposed</u> (Under study or under construction)		
Nashville Reservoir	(proposed) 75 miles	6,400 acres
Irish Hill Reservoir	" 25 miles	1,940 acres
New Melones Reservoir	(partially constructed)	12,000 acres
(Legal suit pending)	100 miles	
Hope Valley Ski Resort	(long range proposal)	
Aukum Reservoir (proposed)	16.5 miles	1,940 acres
Pi Pi Reservoir (proposed)	7.5 miles	505 acres

Recreation resources include the city owned Detert Park and a Golf Course which is privately owned.

The Camanche Regional Park reports about one hundred employees in the summer to handle 478,000 visitor days. By 1990 the park should be able to accommodate between 3 million and 5 million visitor days annually. There will be several hundred employed at this time, with economic impacts felt in the Jackson area.

Future recreational development plans (in Amador County) of the U.S. Forest Service are as follows:

Salt Springs Reservoir Area	700	persons	at	one	time
Bear River Reservoir Area	1000	"	"	"	"
Blue Lakes Area	800	"	"	"	"
Caples Lake Area	600	"	"	"	"
Total	<u>3100</u>				

Ultimate development of the Kirkwood skiing complex will include 13 ski lifts. The Forest Service reports a maximum of 8,400 skiers at one time (PAOT) for forest service land. At ultimate development it is anticipated that the peak PAOT would be 11,200. This use includes all skiers and non-skiers on both private and National Forest land at Kirkwood. During the summer it is estimated that the peak summer PAOT for the Kirkwood project area would be 3,500.

Amador County and Jackson will be economically benefited from this development as it is anticipated that upwards of 50% of the travel to this complex will be by way of Highway 88 from the west, at full development.1)

A smaller ski resort west of Kirkwood, known as Silver Ski Basin, is presently attracting upward of 500 skiers at one time, with additional future expansion planned, most of the traffic generated by this development will continue to be through Jackson.

1) Environmental statement Kirkwood winter sports development by U.S. Forest Service.

K. ECONOMIC CONDITIONS

Total Taxable Retail Sales	<u>1960</u>	<u>1965</u>	<u>1970</u>
Amador County	\$8,985,000	\$12,000,000	\$17,000,000
Annual % gain 1960-65	6% annual increase		
(Retail sales) 1965-70	7% annual increase		

The City of Jackson is, at considerable cost, trying to keep the "old west mining town atmosphere".

Like all Mother Lode counties, Amador County depends on the lumber industry, mining, and recreation to provide jobs for the residents. Many of the people of Amador County are retired.

The Jackson area is the county seat and center of all government and commercial activity for the county. The basic growth of Amador County is residential which is related to the retired population increase and the people who commute to larger cities to their work. The Pine Grove area is the fastest growing area in Amador County.

Jackson's economic health is very good and should continue to be so. Jackson's service area includes a large portion of Calaveras County as well as almost all of Amador County.

The future growth of Jackson is limited due to the present limits of the city. What little commercial property is available near the downtown area should be developed first before other properties are rezoned to commercial. There are only a few available dwelling sites within the city limits. What few are available are consequently high priced.

In order to expand, Jackson will have to annex additional residential property. When this comes about serious consideration will have to be given to the annexation of commercial properties which will provide those conveniences that the public demands parking, one-stop shopping for all goods and services, etc.

A total to date of 1,122 lots have been developed on the North Shore of Lake Camanche. Of these approximately 700 have been sold and approximately 30 homes built or under construction. A considerable additional number of lots are also on the Master Plan for additional future development. As more and more of those homes are built, more and more economic impact will be felt by the Jackson community. With the only damper to capturing a large percentage of this potential market is the poor road to Jackson via Stoney Creek Road.

Social Security benefits are about \$355,200 each month in the county.

The Comanche Regional Park Board, with concessionaires on both shores of Lake Camanche, is continuing with vast plans for develop-

Amador County Economic Characteristics - 1970

	<u>Amador Co.</u>	<u>State of California</u>
Nonworker-worker ratio	1.73	1.37
Female 16 yrs. or over in labor force	32.4%	42.2%
Married women, husband present total % in labor force	32.4%	39.2%
Married women, husband present with own children under 6 yrs. % in labor force	24.3%	28.0%
Male % in labor force 18 to 24 years	30.9%	77.2%
Male % in labor force 65 yrs. and over	20.6%	21.8%
Civilian labor force % unemployed	7.0%	6.3%
Employed persons % in manufacturing industries	17.6%	21.6%
Employed person % in white-collar occupations	44.6%	54.4%
Employed person % government workers	27.2%	17.8%
Worked during census week, % working outside county	12.0%	10.5%
Persons who worked in 1969, % who worked 50 to 52 weeks	54.3%	55.5%
Median income	\$8,823	\$10,732
Income less than poverty level	8.4%	8.4%
Income \$15,000 or more	15.0%	26.7%

Data source U.S. Census

Amador County Recording Documents

The number of documents recorded in Amador County from 1960 to 1972 has increased from 3,153 to 8,012, an average increase of 8% for each of the past 12 years. The past 2 years showed an increase of 15% each year.

Recorders fees have increased from \$8,939 to \$28,707 from 1960 to 1972, for an average increase of 10% for each of the past 12 years with the past 2 years showing an average increase of 30% each year.

Transfer taxes increased from 10,002 to 22,301 from 1968 to 1972 for an average increase of 22% each of the past four years.

Data Source Amador County Recorder's Office.

4	104	512,161	348
5	67	205,881	80
Total	622	3,455,776	1193

The Jackson district has increased
estimated building permits construction co

The County of Amador has increased
4 years in estimated building permit co
over the past 6 years.

Dist. 1 (Jackson Area) Single Family

Year	1968-1969	7
	1969-1970	16
	1970-1971	13
	1971-1972	15

Data Source Amador County
Dept. of Plans & Inspection

1-1-K-4

Retail Stores				
01 Apparel stores	8		3 6 0	
02 General merchandise stores	9		1, 2 3 1	
03 Drug stores +	2			#
04 Food stores +	6		7 0 8	
05 Packaged liquor stores	3			#
06 Eating and drinking places	1 4		1, 1 3 7	
08 Home furnishings and appliances	5		1 3 1	
09 Bldg. matrl. and farm implements	-		-	
10 Auto dealers and auto supplies	4		9 7 2	
11 Service stations +	7		2 0 2	
15 Other retail stores	1 1		5 3 0	
Retail Stores Totals	6 9		5, 2 7 1	
40 All Other Outlets	5 4		8 3 7	
Totals All Outlets	1 2 3		6, 1 0 8	1 2

* The taxable transactions represent sales subject to state sales and use taxes prior to January 1, 1968, and to local sales taxes subsequent to that date.

+ Tax-exempt sales for consumption rather than resale, consisting primarily of sales of food for off-premises consumption, prescription medicines, and gasoline are not included in this table.

(1 YR) 1970 TO
(2 YRS) 1969 TO
(4 YRS) 1967 TO

Statistical Research & Consulting Division
State Board of Equalization
P. O. Box 1799
Sacramento, California 95808

(1 YR) 1970 TO
(2 YRS) 1969 TO
(4 YRS) 1967 TO

I-L. PUBLIC SERVICES & PUBLIC UTILITIES

Telephone

Name of Supplier - Pacific Telephone Co.

Civil Defense and Disaster

The office of Civil Defense and Disaster is located in Jackson in the county courthouse. There are two civil defense mobile aid stations for Amador County, one of which is stored in the old Amador Hospital in Jackson. A 200 bed, portable, fully-equipped emergency hospital unit is stored and maintained in Preston School of Industry in Ione.

Emergency Plans, dated October 20, 1970, have been prepared and distributed.

Amador Tele-Care Service

People who live alone, especially retired persons, widows, widowers, or senior citizens, can gain a measure of security from the Tele-Care Service of Amador County's Comprehensive Health Planning Council. Each morning of the year, a volunteer phones the homes of Tele-Care members. If there is no answer, the volunteer makes a second call to alert someone who lives nearby, to be sure the member is all right. This is a free service.

Electric Power

Name of Supplier - P.G. & E. Co.

Railroad

Amador Central Railroad
Martell, California

Bus

Amador Stages

Natural and Bottle Gas

Name of natural gas supplier - P.G. & E. Co.

Name of Liquefied Petroleum Suppliers

Pargas of Martell

Cal-Gas Jackson

Highway Common Carriers

1. Associated Freight Lines
2. All Trans Express Calif. Inc.
3. United Parcel Service, Inc.

Fire Departments

The City of Jackson has a volunteer fire department. Within 3 to 5 years the city should have 1 or 2 full time men on duty around the clock.

The city also needs a new fire truck that is capable of fighting both structure and grass or brush fires with at least 1,000 gallon per minute pump, 4-wheel drive with automatic transmission.

More water pressure is needed in the hydrants, especially in outlying areas of the city.

If Argonaut Heights and/or a new shopping center is annexed more space, equipment and men will be needed.

As far as fire safety is concerned the fire department is well trained and equipped now for structure fires, but only fair for off-road fires.

Community Facilities

Health: Amador County Hospital is located in Jackson and has a bed capacity of 87.

Amador Hospital offers the following:

1. Emergency care
2. Acute illness care

3. Extended illness care
4. Laboratory
5. X-ray services by the referral of a physician
6. Physical therapy department
7. Medical social worker
8. Water testing laboratory

Kit Carson Convalescent Hospital is located opposite the County Hospital in Jackson and offers the following:

1. Physical therapy
2. Occupational activities
3. Extended illness care
4. Convalescent care

Mental Health Facilities

The county mental health services are located at 810 Court Street in Jackson and offers the following:

1. Counseling and consultation for troubled people
2. Community consultations and education services
3. Hospitalization (inpatient services) through the mental health clinic in Placerville

Education

No colleges, universities, or junior colleges are located in Amador County.

I-M. POPULATION TRENDS

Population Trends and Projections

In order to properly plan for the future of Jackson to the year 1990, it is necessary that a realistic estimate be made of the population to that time.

The City of Jackson is located in an area of great historical interest. The "Kennedy Tailing Wheels" are a good example of this type of attraction. As this and other historical sites are refurbished and made available to the public more and more travel will be occurring to visit these sites.

The State of California is now keeping Highway 88 open all year. This highway at its upper end was voted the most beautiful highway in America a few years back by Parade magazine.

This highway provides access from the valley to three ski resorts in Amador County: Kirkwood Meadows, Silver Ski Basin and Peddler Hill.

This will all result in a large increase in travel through Jackson, resulting in greater needs for service stations, restaurants, motels and other service facilities which in turn will create a need for more workers, resulting in a long sustained population growth. It will also result in more traffic problems and community problems.

The historical and recreational attractions are not the only attributes which Jackson holds. Its geographic location offers an ideal setting for people interested in (1) a second home for recreational activities, (2) a retirement home near but not in a large urban city. (3) A place of residence for those who can commute to the urban areas to work. (4) A location where a new business can be started.

The recent new residential and commercial developments at Camanche Reservoir, and near New Hogan Reservoir will be attracting new people to those areas, many of whom will be visiting and shopping in the Jackson area more and more in the future.

The proposed huge New Melones Dam project near Angels Camp, with 100 miles of shoreline and 12,000 surface acres of water presently being built at a cost of over \$200,000,000 will also be felt in the Jackson area. This will be about the size of Camanche and New Hogan combined.

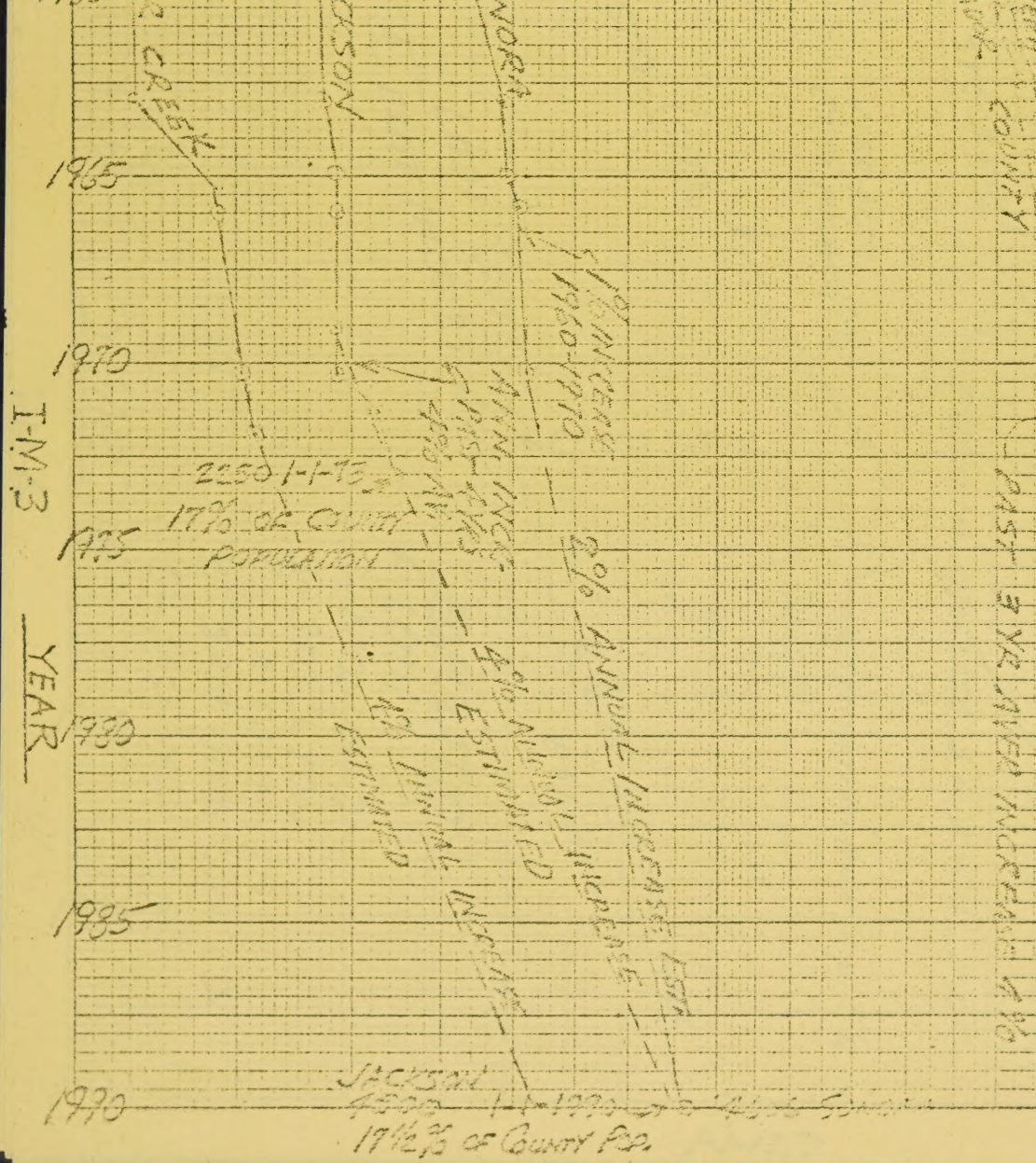
The proposed Nashville Dam near Plymouth, while still far out in the future, will have 6,400 surface acres of water, 75 miles of shoreline and construction cost estimated at \$175,000,000.

All of this spells out future growth to Jackson. It is anticipated that Jackson will have a resident population of 4,500 in 1990, including new growth and annexation of existing developed area such as the Argonaut Heights area. This would be about a 4% annual growth rate of new residents to the area. This growth rate could be handled without any major anticipated problems such as water, sewerage, police and fire protection. In addition to the growth rate of resident population a large number of visitors can be anticipated in the Jackson area, already quite popular for its many fine restaurants. These visitors will also necessitate additional burdens on sewerage and water supply systems.

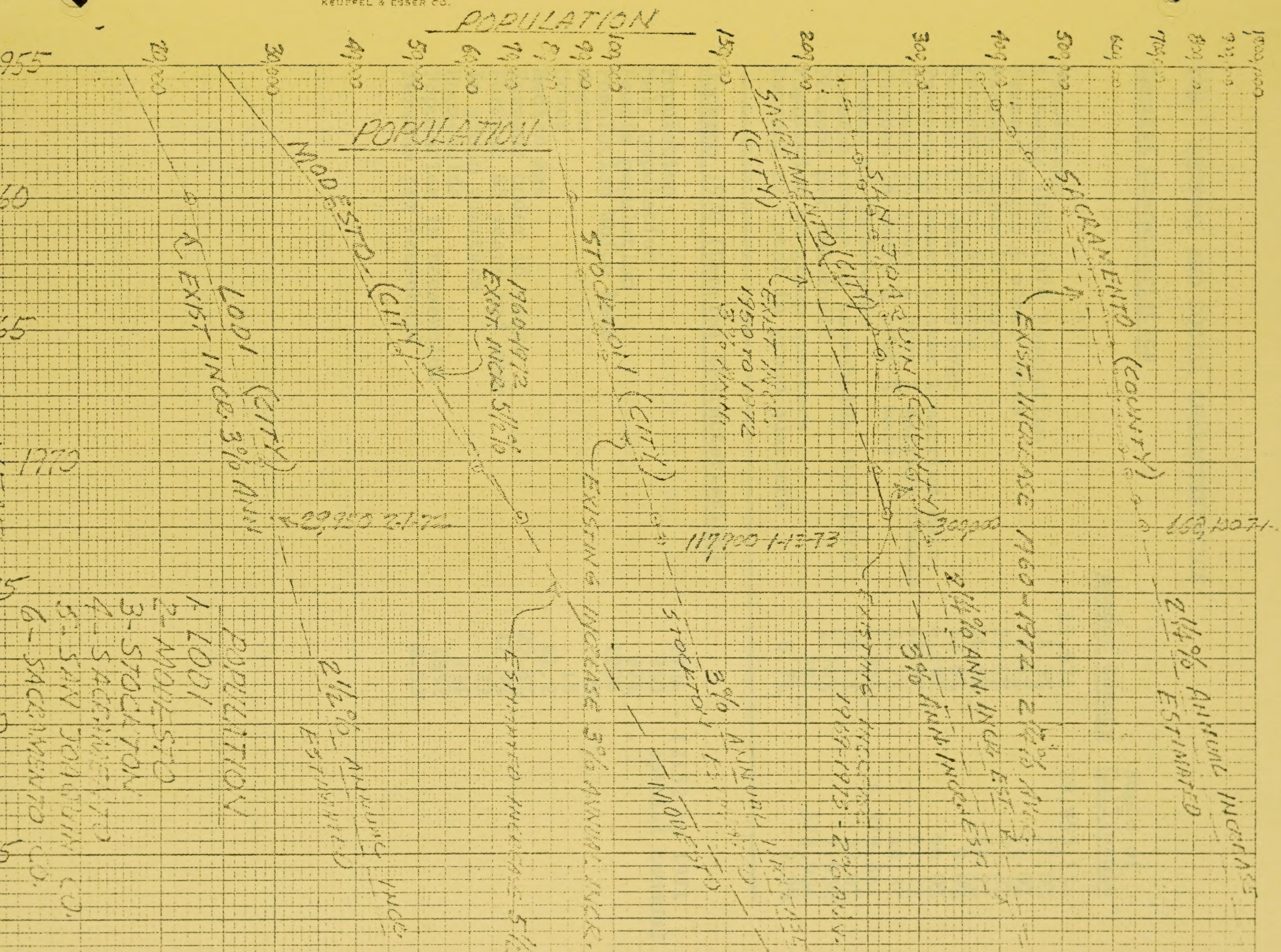
The population of Stockton jumped over 10,000 from the 1970 census to January 1973, a two year jump. Sacramento and Lodi are also experiencing a boom. This will all help to reflect a continuing growth in Jackson and Amador County.

The Jackson District has increased over 10% per year over the past 4 years in building permit construction costs, while the county has increased 20% annually over the past 6 years.

Property transfer taxes have increased over 22% each year since 1968 in Amador County.







I-N. GENERAL AND SOCIAL CHARACTERISTICS

General Characteristics

	<u>Amador County</u>	<u>State of California</u>
Population	11,821	19,953,134
% Change 1960-1970 Population	18.3%	27.0%
Percent Negro & other races	4.6%	11.0%
Percent under 18 years	29.6%	33.3%
Percent 18 to 64 years	56.8%	57.7%
Percent 65 years and over	13.6%	9.0%
Persons 14 years & over % married male	61.9%	64.0%
Persons 14 years & over % marries female	68.7%	61.1%
Persons 18 years & over % male	51.7%	48.3%
Number of households	4,024	6,573,861
Percent change in households 1960-1970	28.1%	32.0%
Persons per household	2.74%	2.95%
Population in group quarters	797	578,936
Percent of total in group quarters	6.7%	2.9%

Jackson 1970 (General Characteristics)

Population	1924 - (2152 by 1971 special census)
Male population	950
Female population	974
Population White Race	1906
Negro	0
Other	18
Median age	41.2
Percent under 18 years	25.8%
Percent 65 years and over	17.9%
In group quarters	72
Households	731
Population in households	1852
Persons per household	2.53

Amador County Social Characteristics 1970

	<u>Amador County</u>	<u>State of California</u>
Total population	11,795	19,957,304
Percent rural non farm	95.5%	7.9%
Percent rural farm	4.5%	1.2%
Percent foreign born	2.9%	8.8%
Children in elementary schools % in private schools	0.4%	8.8%
Persons 14 to 17 years - % in school	88.7%	94.5%
Persons 25 years & over median school years completed	12.3%	12.4%
Married couples % without own households	0.0	1.0%
Families % with own children under 6 years	19.3%	26.1%
Persons under 18 years - % living with both parents	81.0%	80.8%

Population of Amador County By Race 1970

	<u>Amador County</u>		<u>California</u>	
	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>
Total	11,821***	100.0	19,953,134	100.0
White*	11,281	95.4	17,761,032	89.0
Negro	325	2.7	1,400,143	7.0
Indian	160	1.4	91,018	0.5
Oriental	33	0.3	522,364	2.8
Other-non white	22	0.2	148,577	0.7
Spanish Surname**	800	6.8%		

* Includes Spanish surname population

** Estimate made by Research & Statistics, Human Resources Development

*** 1970 Census data for Amador County includes institutional population at Ione

Data Source U.S. Census

According to the 1970 census figures for the county, there are proportionately fewer children under 15 years of age than in previous years. The number of children under 5 years of age declined by more than 14%. This occurred in spite of the fact that the number of women aged 15 to 44 years has increased during the same period.

As shown in the following table, the greatest percent changes occurred in the 45 to 64 and 65+ age groups. Presumably, this is due in part to the fact that there has been a significant degree of second and retirement home development over the past years, but it also reflects a general aging trend in the population as a whole.

Age Distribution for Amador County

	1960		1970		Percent Change
	Number	Percent	Number	Percent	
Total	9990	100.0	11,821	100.0	+18.33
0 - 4 years	854	8.55	731	6.18	-14.40
5 - 14	1714	17.16	1,954	16.52	+14.00
15 - 24	1856	18.58	2,116	17.90	+14.01
25 - 44	2138	21.40	2,352	19.89	+10.01
45 - 64	2156	21.58	3,055	25.84	+41.70

Sources U.S. Census 1960 & 1970

Amador County Comprehensive Health Element (Phase 1)

Approximately 5% of the residents of Amador County receive some form of public assistance. Caseloads for the categories of aid to the blind, old age security, aid to the totally disabled and aid to the families with dependent children in boarding homes remain fairly stable throughout the year. Aid to families with dependent children - unemployed, and family groups follow a seasonal pattern, with the highest caseload in the late winter and spring. From July 1970 to July 1971 the County Welfare caseloads varied within a lower limit of 645 to a high of 709.

Source Amador County Department of public Assistance records

II. THE GENERAL PLAN

II-A. INTRODUCTION

The General Plan should recognize and anticipate all future growth and trends, and provide guides for orderly growth and development within the framework of controls to preserve and protect the outstanding natural resources, aesthetic values, and insure the continued well being of the people within the Jackson area.

II-B. OBJECTIVES

The General Plan elements, which are the guides for orderly growth and development, are designed to assist in the accomplishment of broad basic objectives which will benefit the community and its people in the future. These objectives are:

1. To protect the great natural assets of the City of Jackson in its scenic attractions.
2. To promote the beneficial use of all such assets and resources in accordance with sound procedures and fair protective regulations.
3. To provide the general guides and recommendations necessary to clearly indicate the more precise plans and regulations which are necessary to make the General Plan a truly effective instrument.

II-C LAND USE ELEMENT

The residents of Jackson are entitled to a land use program which contributes to the overall quality of life.

Zoning and planning concepts should encompass developments that do not pollute air, land, soil or water; must not impose an unreasonable demand on municipal services; must conform to duly adopted federal, state, and local plans; and must not have an undue adverse effect on the scenic or natural beauty of the area, aesthetics, historic sites, or rare and irreplaceable natural areas.

This element of the General Plan is perhaps the most critical as the uses allowed to land will set the direction and pace of the future growth of the community.

Local resistance to unplanned community growth is growing in California. Much of this is gut reaction. Professional planners call it the gangplank syndrome: "I'm on board: let's pull up the gangplank". At least four different questions may be involved in any argument over community growth:

- 1 - Costs and revenues for the local government. Does a new development cost more in services than it produces in taxes?
- 2 - Economic impacts on the community. Jobs/wages/sales profits generated by the development.
- 3 - Environmental impacts. Loss of open space, overloading of sewage treatment plants, etc.
- 4 - Social impacts. Overloading of schools, traffic congestion, etc.

Agriculture is one land use that usually pays far more in local taxes than it costs in services. Farm land also provides open space. But unfortunately, it generates only a small fraction of the jobs and income that more intensive development does. Very little farm land is available in the Jackson planning area. Nearly all the available farm land is grazing type land.

Certain trends and developments which will influence community growth are:

- 1 - The Serrano vs. Priest case eventually may overturn the State's traditional system of local property tax financing for schools. Changes in property taxes for this and other reasons could change the cost/revenue balance for various types of land use.

- 2 - The California Land Conservation Act (Williamson Act) may be changed in ways that influence city growth.

Meanwhile, it seems safe to assume that:

- 1 - Despite some attempts to do so, arbitrarily stopping community growth is virtually impossible---and probably unconstitutional, too. The real issue is slow and/or planned growth versus fast and/or unplanned growth. Jackson's predicted growth rate of four percent a year would constitute a planned, medium type growth.
- 2 - It's somewhat misleading to talk about the cost-benefit balance of growth for a community as a whole. That's because the "balance" will differ for different people, and sometimes for the same person in different roles. The real issue is the question of equity within the community---who gets what benefit, and who pays what cost?

There are three distinct kinds of costs associated with community growth:

- 1 - Costs of required expansion---costs that develop at certain stages in a community's growth. Examples: A new city hall, or another fire station.
- 2 - Costs of additional loads on the existing system.
- 3 - Environmental and other non-quantifiable costs.

There are three distinct kinds of revenue from additional development:

- 1 - Taxes - such as property tax, sales tax and use tax, etc.
- 2 - Subventions and grants such as cigarette tax funds, liquor license fees, trailer coach fees, motor vehicle, gas tax and many others.
- 3 - Licenses, fees and permits from business licenses, building inspections, zoning fees, parking fees, sewer fees and many others.

Residential Land Use

The land use pattern of Jackson shows a town with a lot of "elbow room" with clusters of homes scattered about with interweaving open spaces much of which is made available by the steep terrain and creeks. The city should seek to maintain this atmosphere

and strive to cluster all the future growth in the planning area as a direct extension of the present urban area and frown on "leap frog" annexations.

Residential densities may be shown in two general ranges for future zonings.

- 1 - Low density, ranging from residential acreage parcels up to 5 dwelling units per net acre of land in residential use. The majority of the development in this category will be conventional single-family residences on 6,000 to 10,000 square foot lots, if present development trends with high land costs continue.
- 2 - Medium density, including all residential areas averaging more than 5 units per net acre of land. This would include apartments, duplexes, four plexes and other types of multi-family housing, and would also encompass older homes on small lots and situations involving two or more separate housing units on one lot.

In the 1973-1990 period residential growth is seen occurring in a broad arc around Jackson, chiefly located near existing roads. The future developers should strive in their environmental reports to point out that the overall benefits to the community outweigh the adverse effects. If this cannot be shown conclusively then the plan should be turned down.

Commercial Land Use

Commercial activity in the Jackson area will continue to be mainly oriented to the servicing of the needs of the local population, but with a growing trend of more and more servicing of tourists from the valley towns.

Industrial Land Use

Heavy industry should be confined to the Martell area. Light industry could be located in Jackson. Primarily oriented to smaller firms having a lesser demand for utilities including sewage disposal, and a lesser environmental impact on the immediate surroundings.

The city should consider deleting the light manufacturing zoning of all land zoned as such on the east side of Jackson. The area is more suitable for residential uses, and light manufacturing uses would add to sewerage problems, noise and air pollution problems.

Zoning for industrial lands should be in the areas around the American Forest Products Plant near Martell where existing transportation patterns, noise patterns, etc. already exist.

The land acreage in the county is distributed according to the following classifications:

<u>Land Resources of Amador County</u>	<u>Acres</u>
Areas in acres total county:	380,000
Area in Federal ownership (20%):	77,000
Commercial forest land:	139,000
Public ownership: 44,000	
Private " : 95,000	
Cropland classification:	12,000
Grassland classification:	150,000
Urban, industrial, etc.:	6,000
Desert, marsh, barren	77,000

II-D. TRANSPORTATION & CIRCULATION ELEMENT

Public transportation is not adequate. Persons living in one community cannot get to another unless they have an automobile. Currently, there is one private stageline that travels to Stockton and Sacramento on a daily basis. This is illustrated by the fact that the nurses' aids at the hospitals have a problem because of the lack of transportation available for getting to the hospital for their tour of duty. Part of this problem is lessened because of the family type society of the community. Usually there are sufficient relatives or friends available to furnish transportation when it is absolutely necessary.

No taxi service is available in Jackson. Local Westover Field with a north-south lighted runway of 2200 feet is located at Martell, just north of Jackson, offers private plane and charter services.

RAIL - Southern Pacific from Galt to Amador Central in Ione, then to Martell just north of Jackson.

TRUCK - Delta Lines, Merchants, Southern Pacific, United Parcel Service, P.M.T., Haslett, Golden Chain Freight, and Heffington.

BUS - Amador Stage Lines.

WATER - Port of Stockton and Port of Searamento - both 45 miles west.

A comprehensive system of state highways and local roads and streets provides good transportation in the Jackson area. Primary state highways are Rte. 88 from Stockton Metropolitan region through the county to Nevada and the Lake Tahoe area. Portions of Rte. 88 in the higher elevations of Amador County was voted the most scenic highway in America by Parade magazine a few years back. Rte. 49, the "Golden Chain" highway connects Jackson with the Mother Lode communities to the north and south.

Federal and state highways in Amador County are under the jurisdiction of decentralized administrative district No. 10 of the Division of Highways, located in Stockton.

Basic planning, design and maintenance is a function of this district with construction by private contracts administered and inspected by state personnel. Hearings on proposed route adoptions or major changes in highway alignment are held in the affected local jurisdictions.

The rate of growth anticipated by the State Division of Highways is as follows for state highways:

<u>Location</u>	<u>Year 1973</u>	<u>Year 1990</u>
Rte. 49 at North City Limits	9900 A.D.T. (Av. daily traffic)	17,300 A.D.T.
Rte. 49 at South City Limits	2400 A.D.T.	4,200 A.D.T.
Rte. 88 at East City Limits	3100 A.D.T.	5,400 A.D.T.

Trucks will account for 7% of the A.D.T.

Trucks will account for 1% of the peak hour traffic.

This is only about a 3½% growth rate and an analysis of past growth on Rts. 88 & 49 is as follows:

Rte. 88 near Pine Grove 1962 to 1972 10% annual increase.

Rte. 88 near east city limits of Jackson 1962 to 1972
9% annual increase.

Rte. 49 Jackson at Main Street 1962 to 1972 8% annual increase.

Rte. 49 Jackson north of junction with Rte. 88 1964 to 1972
8% annual increase.

Rte. 49 Jackson south 1964 to 1972 8% annual increase.

Rte. 49 Martell south junction with Rte. 88 1964 to 1972
8% annual increase.

With future growths consistent with past growth the traffic on Rte. 49 at north city limits could approach 20,000 A.D.T. in ten years. This could well be possible as the recreational boom to be brought on by an all-year 88 will be tremendous.

The State Highway Department plans the first stage of relocating and improving highway 49 between Martell and Central House in the near future. The first stage will probably be between Martell and the Ridge Road.

The freeway agreement was signed in 1972, between the state and the county, for an ultimate by-pass of the communities of Sutter Creek, Amador City and Drytown. This will be built in stages over the years and will result in much more traffic into the Jackson area from Sacramento.

The old highway will probably be called the "Avenue of the Gold Mines".

Studies are continuing by the State on ultimate and interim improvements on Highway 88 from west of Pine Grove and east to the recently completed Red Land Grade project.

The combination of state highways, county roads, and city streets within the Jackson area provides an unusually good ground transportation network, with little out-of-the-way travel necessitated. Some policies which provide guidance for transportation and circulation proposals of the plan are:

- 1 - City and county policies should be consistent with respect to standards for the ultimate design and construction of streets within areas which are designated as part of the Select System of Streets.
- 2 - Transportation proposals should take special account of problems faced by children, the handicapped, the elderly and the poor.

The Street and Highway System

A network of city streets and county roads has evolved in the Jackson planning area to accomodate traffic between and within activity centers and agricultural areas. In line with legislation adopted by the state in 1963, the city and county participated in the designation of a select system of city streets and county roads which provides the basic system for vehicular traffic flow within the planning area. Subsequently, legislation was passed which requires that the select system and the system of streets and roads described in the General Plan be identical.

Streets and county roads which are included in the select system for the planning area are classified as "arterial" and "collector" streets or roads, in accordance with their function. The functions of these streets, and of minor streets, serving the planning area are as follows:

Arterials serve as the principal network for traffic flow; they connect areas of major traffic generation within the urban areas and connect with important county roads and state highways; they also provide for the collection and distribution of through traffic to and from collector streets serving the various sectors of the community.

Collector Streets provide for traffic movement between arterials and minor streets and for movement within major activity centers; they also provide direct access to abutting property.

Minor Streets provide for access to abutting property and for very localized traffic movements within residential areas.

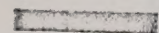
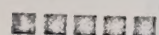
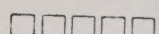
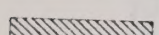
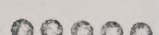
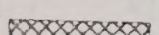
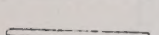
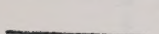
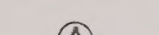
Some revisions anticipated in the Select System as population growth continues are:

1. Broadway may become an arterial.

Transportation difficulties faced by many people pose special problems for public policy. Such difficulties frustrate the attainment of legitimate aims and aspirations of the people to take advantage of employment, health services, educational, cultural, and recreational opportunities. Proposals of the General Plan for the location of future educational and recreational facilities and offices for private physicians should follow this approach. Alternative means of transportation must be provided if people are to have access to these facilities as the city continues to grow.

Public transit is an alternative that is seldom available in small sized communities due to economics. However, a private non-profit corporation could be established to provide equipment and service, with cash support from developers, the city, and the business community. A third component would be to develop a vehicle maintenance facility which would be shared by public agencies (e.g., the school district) and private operators who require the use of large vehicles such as busses and trucks. The school bus fleet may be the best approach to developing a basic transit service, provided that the added cost of equipment, operation and maintenance are shared in relation to school vs transit use.

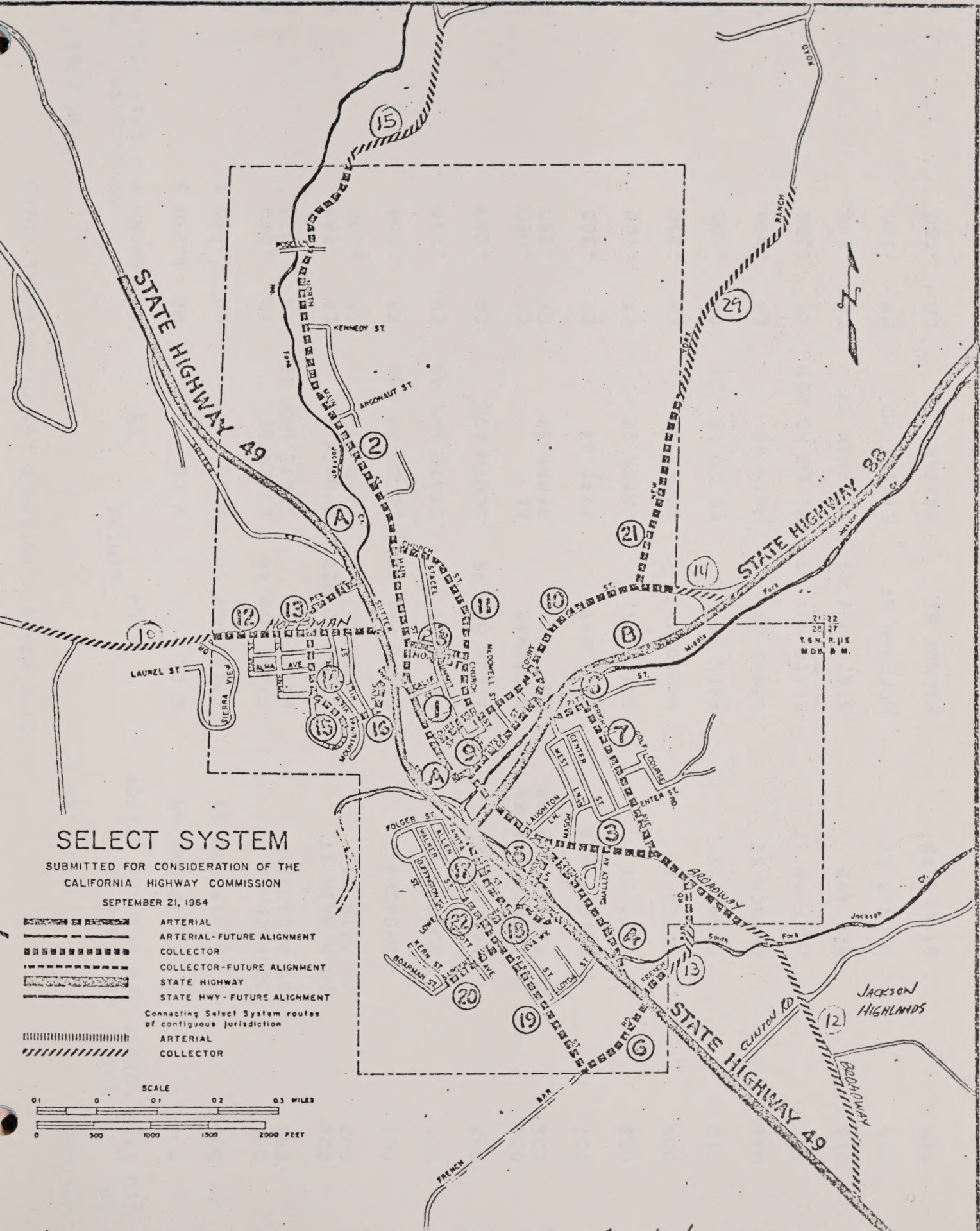
Legend

-  Freeway Completed
-  Frwy. Budgeted or Under Const.
-  Frwy. or Expressway Route Adopted
-  Expressway Completed
-  Expressway Budgeted or Under Const.
-  Conventional Highway Budgeted or Under Const.
-  Existing State Highway
-  Federal Aid Secondary County Roads
-  Project Identification



DISTRICT 10
 CALIFORNIA DIVISION OF HIGHWAYS
 Neil Andersen, Dist. Eng.
 July, 1972

AMADOR COUNTY



CITY ROADS MAINTAINED AND OTHER LOCAL ROADS

JACKSON

(AMA JKN)

YEAR 1968

GP SEQ	ROAD ITEM NUMBER	CD SEQ	NAME OF ROAD OR STREET	LIMITS FROM TO		NO C SYS LENGTH + I	CONST STAT	MAP IOA	SHEET	C
000A			STATE HWY 49	E CL	W CL	HR 1.230	S		4	
000B			STATE HWY 88	STATE HWY 49	N CL	HR .550	S		4	
001		20	MAIN ST	STATE HWY 49	WATER ST	AR .200			4	
001		25	BROADWAY	WATER ST	STATE HWY 88	AR .070			4	
002		20	N MAIN ST	CL CO RD P20	CHURCH ST	CR .780			4	
002		25	MAIN ST	CHURCH ST	MAIN ST	CR .200			4	
003			BROADWAY	STATE HWY 88	CL CO RD P33	CR .600			4	
004			SOUTH AVE	BROADWAY	STATE HWY 49	CR .250			4	
005			MARCUCCI	STATE HWY 49	SOUTH AVE	CR .060			4	
006		20	FRENCH BAR RD	BROADWAY	CL	CR .050			4	
006		25	FRENCH BAR RD	CL	PERRY ST	CR .250			4	
007			BRIGHT AVE	BROADWAY	PITT ST	CR .300			4	
008			PITT ST	BRIGHT ST	WATER ST	CR .100			4	
009			WATER ST	BROADWAY	COURT ST	CR .230			4	
010			COURT ST	MAIN ST	CL CO RD P21	CR .500			4	
011			CHURCH ST	COURT ST	MAIN ST	CR .350			4	
012			HOFFMAN ST	STATE HWY 49	CL CO RD P29	CR .300			4	
013			REX AVE	STATE HWY 49	HOFFMAN ST	CR .130			4	
014			WALNUT ST	HOFFMAN ST	CIRCLE RD	CR .100			4	
015			CIRCLE RD	WALNUT ST	MATTLEY ST	CR .080			4	

CITY ROADS MAINTAINED AND OTHER LOCAL ROADS

JACKSON

(AMA JKN)

YEAR 1968

GP SEQ	ROAD ITEM NUMBER	CD SEQ	NAME OF ROAD OR STREET	LIMITS FROM TO		SYS LENGTH	NO C + I	CONST STAT	MAP IDA	SHEET	CO
016			MATTLEY ST	CIRCLE RD	STATE HWY 49	CR .120				4	
017			PEEK ST	STATE HWY 49	SCHOBER	CR .160				4	
018			SCHOBER ST	PERRY ST	STATE HWY 49	CR .140				4	
019			PERRY ST	SCHOBER ST	FRENCH BAR RD	CR .300				4	
020			SARGENT AVE	PERRY ST	KERN ST	CR .110				4	
021			NEW YORK RANCH RD	COURT ST	CL	CR .350				4	
022			ALLEN ST	SCHOBER ST	LOWE ST	CR .060				4	
023			NORTH ST	MAIN ST	CHURCH ST	CR .090				4	
999			MINOR MILEAGE			MR 5.630					

CITY OF JACKSON

MAINTAINED MILEAGE SYSTEM

RURAL

URBAN

TOTAL

ARTERIAL

.270

.270

COLLECTOR

5.610

5.610

SELECT

SUBTOTAL

5.880

5.880

MINOR

5.630

5.630

TOTAL MAINTAINED

11.510

11.510

NON COUNTY

ADDITIONAL SELECT SYSTEM

ARTERIAL

COLLECTOR

SELECT

TOTAL ADDITIONAL

HIGHWAYS

1.780

1.780

UNCONSTRUCTED

ARTERIAL

COLLECTOR

SELECT

TOTAL UNCONSTRUCTED

HIGHWAYS

II-E HOUSING ELEMENT

Introduction

This Housing Element aims toward fulfilling the housing objectives of national policy as that policy relates to the needs of the people of Jackson planning area. Every family should have the opportunity to live in a sound housing unit which is large enough to accomodate its members and which is available at a reasonable cost.

This will be the objective of the housing element and becomes the guide for policies and proposals of the housing element.

Housing Policies

Policies which provide guidance for proposals of the Housing Element are:

1. The Jackson area should provide for a variety of dwelling types, including apartments, townhouses, condominiums, duplexes, mobile homes, and single family units at densities which:
 - a. Maximize environmental quality
 - b. Minimize land requirements and costs of public utilities and services per unit, and
 - c. Maximize market accessibility by families in all income brackets
2. Planned unit development should be the dominant approach to the design of housing areas. Jackson is ideal for the approach due to its terrain which does not lend itself to street continuity anyway.
3. Mobile homes should be permitted only within carefully designed and well maintained mobile home parks. Open space should be provided also in mobile home parks. Consideration should be given to permitting mobile homes on large acreages or in areas with the mobile home blended into the existing terrain.
4. Housing areas should provide for the needs of elderly citizens to assure their being accessible to activity centers and shopping areas.
5. The City of Jackson should seek not only to encourage the maintenance of the large existing stock of sound housing units, but also to add to this stock through the rehabilitation of substandard structures where feasible and through the replacement of dilapidated structures to meet the needs of the expanding community population.

6. In consideration of the policies described above, the City should be the catalyst for the organization of an effective local housing committee composed of governmental and private representatives. This committee should provide up-to-date information concerning conditions of the housing market, monitor the effectiveness of public and private programs, and recommend actions to be taken by local government and the private sector as appropriate.

There were 791 housing units in 1970 in Jackson with a population of 1924. In 1990 an estimated 1849 housing units will be required to house approximately 4500 people. This is 1058 new housing units in addition to replacement of many of the existing 791 units prior to 1990.

With 12 people housed per acre, this would require 188 acres if all units were developed R-1a similar to Jackson Highlands. However, with a mix of other types of housing this acreage would be considerably less. It is quite possible that 4500 people could be accommodated within the existing city limits which would produce a density of 2380 people per square mile.

However, it is anticipated that the City will continue to annex new areas to keep the density low and perpetuate the rural atmosphere. Much of the land within Jackson cannot be developed economically at the present time due to terrain difficulties and lack of access.

In view of the fact that the County is zoning all land in the County, it is not deemed advisable for the City to attempt any pre-zoning outside the City limits but rather wait for proposals from the private sector, which will be aware of the philosophies of the City through the General Plan, and should be prepared to convince the City of the merits to the City of their proposal.

Meeting Low Income and Minority Housing Needs

The language of both the State and Federal housing laws require the local housing elements be sensitive to low income and minority housing needs. State law requires that the Housing Element "shall endeavor to make adequate provision for the housing needs of all economic segments of the community". Federal guidelines developed subsequent to provisions of the Housing Act of 1968 require inclusion of "...policies, plans and program to ameliorate the transportation, housing and recreation deficiencies of low-income and minority groups in the metropolitan area".

Some of the policies on this Housing Element relate specifically to these directives, but they do not suggest the full strategy for carrying them out. To some extent, the machinery is already in operation, at least with regard to requirements for housing projects which seek Federal mortgage and other financial assistance.

JACKSON & AMADOR COUNTY GENERAL HOUSING CHARACTERISTICS - 1970

	<u>Jackson</u>	<u>Amador Co.</u>
Population	1924	11,821
Total Housing Units	791	5,120
Year Round Housing Units	791	5,110
Lacking Some or all Plumbing	25	324
In One Unit Structures	649	4,537
One Person Households Occupied	190	788
Owner Occupied Total	431	2,717
Owner Occupied Lacking Some or all Plumbing	2	NA
Owner Occupied Median No. Rooms	5.3	NA
Owner Occupied Median Value	\$16,400	\$16,400
Owner Occupied with Negro Head of Household	0	NA
Renter Occupied Total	300	1,307
Renter Occupied Lacking Some or All Plumbing	18	59
Renter Occupied Median Number of Rooms	4.2	NA
Renter Occupied Median Rent	\$66.00	\$67.00
Renter Occupied With Negro Head of Household	0	NA
Vacant, For Sale, or For Rent	26	102
Median Number of Rooms (Owner & Renter)	NA	4.8
Occupied With Negro Head of Household	0	5

NA (Not Available)

Source U.S. Census 1970

Housing, General

There is a need for low rent housing for low-income residents of Amador County. Some of the housing for residents of Jackson needs upgrading.

Rentals for 1 and 2 bedroom apartments and duplexes range from \$65 to \$125 per month. Rentals for 2 and 3 bedroom houses range from \$65 to \$150 per month.

Sales prices of existing homes were from \$13,500 to \$65,000 during 1970.

There are few available homes for the low income residents in the \$15,000 category that are decent, safe and sanitary for sale any where in the county. The rental market reveals an even bleaker situation. The rentals that exist are rented and few, if any, are available. These are some of the reasons for the upsurge in popularity of the mobile home.

Amador County has historically been short of housing for its residents, and many of the older homes in Jackson are sub-standard. To bring many of these older homes up to code standards would not be economically feasible; perhaps a better approach would be to construct more low cost and other housing. There has been a recent surge in building apartment houses in Jackson and this trend will probably continue in a strong fashion. The City should however require more open-space lands in the future for the multiple unit complexes.

Multi-family housing has begun to make up a larger share of the housing in recent years both in Jackson and statewide. In California, 60% of housing starts in 1971 were multiple units. A Planned Unit Development ordinance should open the door to a wider variety of types and styles of units and neighborhood patterns. However, while such innovations are highly desirable, they require more time and ability on the part of the local government staff and commission. If the presently indicated rate of growth continues, the City will require regular professional planning services, either through a part time staff addition, or through arrangements with a consulting firm, by the time the City approaches 3000 people (1980).

Activities of the Private Sector

Many private groups are qualified to act as sponsors of housing. Churches, for instance, have formed non-profit associations to sponsor housing for members, using tax benefit and interest subsidy provisions to keep costs down. Businesses, unions, and other groups have also invested pension funds in housing, both for their members and others.

Local Builders & Developers

Those in the building industry and business have always been the first line of support in meeting local housing needs. With the profit incentive, it is they who are best acquainted with regulations and procedures and who can often provide innovative solutions through the application of State and Federal housing legislation.

The City of Jackson is presently zoned as follows:

<u>Zoning</u>	<u>Acres</u>	<u>% of City</u>
M-1 Light Manufacturing	67.8	5.6%
R-2 Two-Family Dwelling	9.4	0.8%
A-1 Light Agriculture	244.2	20.2%
R-1a One-Family Dwelling	25.3	2.1%
R-1b One-Family Dwelling	544.4	45.0%
C-2 Commercial	<u>317.3*</u>	<u>26.3%</u>
Totals	1208.4 acres**	100.0%

* Includes approximately 31 acres of state highways in the 2.1 miles of Rtes. 49 and 88 in Jackson.

** 1.89 square miles in the city limits.

The density of the Jackson Highlands Subdivision in Jackson is 2.85 lots per acre. After this subdivision is completely built on it will house approximately 288 residents on 72 lots totaling 25.2 acres for an ideal density of 11.5 persons per acre, based on four people per residence.

The overall density of Jackson was 1.86 people per acre or 1190 people per square mile in 1972. The population per square mile in Stockton was 3678, and San Francisco was 16,887 people per square mile in 1965.

II-F CONSERVATION ELEMENT

Throughout the history of mankind's life on earth our development had depended on the environment. Today we remain dependent on the resources of the earth, not only for continued growth but also for survival as a species. We now realize the land, air, and water are not inexhaustible in quality or quantity - each of these vital media is increasingly burdened with pollutants. Oil, copper, natural gas, and other essential non-renewable resources may be exhausted in our lifetime or that of our children. No longer can we view our environment smugly - blinded by material comfort to the inequities which have fostered exploitation of our global resources. Neither can we ignore the earth's signals of deprivation for future generations. Conservation and protection of the earth's resources is costly in the short run - costly enough to require changes in our economic systems - but economical and indispensable in the long run: economical because early depletion of vital resources through indiscriminate exploitation will entail more massive economic dislocations later; indispensable because without wise stewardship of resources, our continued existence as a viable species is in peril.

From - Report of the U. S. Secretary of State's Advisory Committee on the 1972 U. N. Conference on the Human Environment, Washington D.C., 1972.

Conservation Element for the Conservation, Development and Utilization of Natural Resources

A. Water

As of 1970, the United States was withdrawing a total of 370 billion gallons of water a day from surface and ground-water resources to meet the needs of public supplies, commerce, industry, irrigation and rural areas. This amounts to an average of about 1800 gallons per day per person.

California's water supply, including its share of interstate waters, is generally ample to meet the State's present and foreseeable needs.

Water played an important role in the early years of Amador County development. It was necessary for early mining, towns, and agriculture. There were no drilled wells in these early days and the mining towns were located near water sources. A ditch system near Jackson owned and operated by Horace Kilham & Associates in 1852 sold water for a dollar an inch a day.³ P.G. & E. today provides water to the Citizens Utility Co. which in turn supplies water to the City of Jackson. No problems are anticipated in the ability of P.G. & E. to provide water needs for a population of 4500 in year 1990. See Section I-G "Water Supply".

1. "California Geology" November 1970 State Div. of Mines and Geology - pg. 260.
2. California Statistical Abstract 1972 Pg. 77
3. Water Resources - Amador County March 1967 Pg. 3

Further Discussions on Water Supply Problems

In January 1960 the people of Amador County authorized formation of the Amador County Water Agency. This agency is to coordinate and provide for the development of the water resources of the County. This agency is making every effort to encourage the Bureau of Reclamation to construct the huge Cosumnes River Division, Central Valley Project, at the earliest possible time, incorporating urgently needed Aukum, Pi-Pi, Nashville, and Irish Hill dams and reservoirs and related distribution facilities in the initial construction phase. This project will have a tremendous impact on the economy and recreational potential for Jackson residents present and future.

Jackson goals will include preserving the surface waters and water related areas of the three forks of Jackson Creek for many important purposes for mal like: support of eco-systems, scenic beauty and as a habitat for water-associated wild life.

B. Soils

Jackson's soil is not classified as rich agricultural soil, but rather a lower quality slightly erodable soil.

The City of Jackson has signed a Memorandum of Agreement with the Resource Conservation District of the U. S. Department of Agriculture. The Purpose of the agreement is due to the need for erosion and sediment control in Jackson which will be of mutual benefit to both parties.

The Conservation District will:

1. Review Subdivision and General Plan proposals and make recommendations on conservation and erosion control.
2. Make recommendations on City owned land.
3. Schedule soil surveys.
4. Work with the City on land use decisions, agriculture, open space and parks.
5. Provide background material on erosion control and bank stabilization.

The City will:

1. Request and make use of soil conservation, recommendations on proposed subdivisions.
2. Request and make use of soil conservation recommendations on City owned lands.
3. Put into effect ordinances on erosion control and bank stabilization.

Soil Erodibility

Erosion is the process in which soil or soil-like material is removed from one area and transported to other areas largely by means of moving water. If the flow of water is concentrated, the velocity increases and deep gullies may result which could in time encroach upon, and damage structures. One of the results of all the types of erosion is deposition of sand, silt, or mud upon lower elevations. Therefore erosion activity can cause damage and expenses by undermining structures, depositing silt, sand, or mud in lower areas such as roads, basements, tunnels, and water front areas. Soil erodibility is termed only "moderate" in the Jackson area. Engineering geology investigation results should be part of each medium to large development application for projects requiring excavation of existing terrain or increased hydraulic runoffs, or changes in runoff patterns. A strict grading ordinance should be adopted and enforced.

C. Flood Control

This is discussed in Section I-E.

D. Air Pollution Control

This is discussed in Section I-I.

E. Prevention and Control of the Pollution of Streams and Other Waters

The State of California Water Quality Control Board has direct jurisdiction over any private or governmental agency affecting water supply. See Section I-G Water Supply and I-H Sewer Service for further discussions.

F. Regulation of the Use of Land in Stream Channels and Other Areas for the Accomplishment of the Conservation Plan

Natural channels such as the various forks of Jackson Creek and other significant streams in Jackson can be designed as a landscaped open space and be made a scenic asset to the residents of Jackson. Adjacent land use should be protected from hazardous development, which would detract significantly from these purposes. "Official Plan Lines" along major streams should be established and protected from urban encroachment.

Within the Jackson Planning Area there appears to be none of the following requiring extensive conservation measures, protective measures, or development problems.

1. No national wildlife refuges.
2. No state waterfowl management areas.
3. No national cooperative wildlife areas.
4. No condor sanctuaries.
5. No marshland habitat for waterfowl and water-associated wildlife.
6. No migratory deer winter range.
7. No Big Horn sheep range.
8. No critical salmon and steelhead spawning and nursery habitat.
9. No endangered and rare fish and wildlife
10. No U. S. Dept. of Interior Bureau of Land Management administered lands to be kept for recreational uses. Some land held in the vicinity of Martell will be disposed of in the future.
11. There are no Williamson Act lands within the existing city limits.

However, a considerable amount of this agricultural zoned land exists in the short term and long term planning area surrounding Jackson. This is mostly dry grazing land of low agricultural quality and not considered in need of governmental protection as prime agricultural land. This land should be considered a reservoir for future residential and commercial expansion if considered feasible by the owners and it complies with the development guidelines established by the General Plan.

12. No irrigated lands of any consequence.
13. No timber lands.
14. No Forest Service lands.
15. No National park service lands.
16. No Dept. of Defense lands.
17. No Bureau of Indian Affairs lands.
18. No State of California lands.
19. No existing wilderness areas.
20. No proposed wilderness areas.
21. No primitive areas existing or proposed.
22. No wild river areas existing or proposed.
23. No known or potential subsidence areas from any of the following causes:
 - a. Ground water withdrawal

- b. Hydro compaction
- c. Oil or gas withdrawal
- d. Peat oxidation

- 24. No areas of high expansive soil (moderate only).
- 25. No areas of severe erosion activity (moderate only).
- 26. No areas subject to major floor hazards.
- 27. No areas subject to any major loss of mineral resources.
- 28. No severe landslide problem areas (moderate only).
- 29. No major earthquake shaking potential (low only).
- 30. No volcanic eruption problems.
- 31. No severe fault displacement problems (low only).
- 32. No natural gas wells or oil wells.
- 33. A list of some historic buildings from Region Four, National Park Service, Historic American Buildings Survey in the Jackson area all of which should be conserved, and restored if needed.
 - a. Wells Fargo Express Office
 - b. Hotel
 - c. Marre store
 - d. House
 - e. Native Daughters of the Golden West building
 - f. Chichizola store
 - g. Toll House
 - h. National Hotel
 - i. Serbian Church

II-G OPEN SPACE ELEMENT

Open Space Proposals

The increasing awareness of the importance of open space has been demonstrated in law through the enactment of bills requiring that open space considerations and proposals be included in all general plans.

Major components of the open space system should include present and future:

1. Agricultural lands (Williamson Act) within the planning area.
2. City school sites.
3. State and local parks.
4. The three branches of Jackson Creek.
5. Public recreation lands.
6. Public and private golf courses.

Uses proposed are public, quasi-public, and private recreation uses, either exclusively or in combination with compatible combination uses. Regulations proposed are those which will fully protect and maintain the open and recreational character, and the natural environmental values. These lands should be designated "O - R", Open-Recreation.

Lands Under City Administration, 1973

1. Mandatory Dedication of Open Space.

State law authorizes cities and counties in California to require that, as a condition for approval of proposed subdivisions, developers either dedicate open space lands to the public or pay a fee to be used for public open space purposes.

2. Preservation of Prime Agricultural Lands

In an effort to preserve prime agricultural lands which were threatened by urbanization, the California legislature passed the California Land Conservation Act of 1965, commonly known as the Williamson Act. The Act provides that agricultural and certain other lands will be assessed for tax purposes based upon their actual use value rather than their market value. In order to get this tax break, however, landowners must sign an agreement with a city or county providing that the land involved will not be developed for at least 10 years.

3. Flood Plain Zoning "DF" Designated Floodway

Flood plain zoning limits development in areas subject

to flooding in order to prevent loss of life and for damage to property in the event that flooding occurs. The flood zone is intended to comprise all lands covered by the forks of Jackson Creek.

Principle permitted uses include:

- a. Agricultural
- b. Recreational (parks)
- c. Other uses consistent with open space philosophy

This zoning will require permission from the owners and may require compensation to the various owners.

4. Seismic Safety Zoning

No seismic safety zones seem to be needed over and above the existing conditions as described in the Building Code.

5. Scenic Highway Zoning

This is discussed in the Scenic Highway Element.

Action Program, Open Space Element

1. To continue close cooperation with Federal and State agencies, private and other public agencies with respect to recreation site acquisition and development, water development projects and related land uses, game habitat protection and improvement, watershed erosion and wildfire prevention and protection.
2. To give careful consideration to the protection of natural scenic resources and environmental assets in all future major public and private development planning.
3. To continue and further activate programs for the provision of urban area parks and open spaces in future subdivisions and land projects, and to stimulate local open space programs.

II-H SEISMIC,@GEOLOGIC HAZARDS ELEMENT

Introduction

This section is concerned with the seismic safety element consisting of an identification and appraisal of seismic hazards such as susceptibility to surface ruptures from faulting, to ground shaking, to ground failures, or to effects of seismically induced waves such as tsunamis and seiches.

This shall also include an appraisal of mudslides, landslides and slope stability as necessary geologic hazards that must be considered simultaneously with other hazards such as possible surface ruptures from faulting, ground shaking, ground failure and seismically induced waves.

This section is designed to partly fulfill the requirements for the open space and conservation elements as well as the full requirements for the seismic safety element. However, it is not intended to be a complete assessment of geology and geologic hazards.

In 1971, the California State Legislature enacted legislation requiring a seismic safety element as part of the general plans of all cities and counties. In July 1972, the Governor's Earthquake Council released interim guidelines for the seismic safety element. The reason for requiring a seismic safety element was to insure that every local government take seismic hazards into account in their planning process.

Assumptions

Man is not capable of manipulating the environment totally to conform to his needs and desires.

Geologic phenomena such as landslides, mudslides, and earthquakes are continuing natural processes, which may occur at any time.

Population within the City of Jackson will continue to increase at a steady pace reaching at least 4500 by 1990. This will necessitate an expanding city limits as well as filling in of much of the existing areas within the present city limits and will possibly include some multi-story buildings requiring extensive foundation studies and stricter control concerning seismic safety and building code revisions to afford greater safety factors.

Geologic Hazards

The amount of landsliding and mudsliding an area experiences, is dependent upon the natural stability of the slopes in the area. The natural stability of any slope depends upon these factors: characteristics of the rock type such as grain size, shape and cementation; structural elements present in the area, such as faults, joints and general uplift; geomorphic factors such as slope angle, stream pattern, and characteristics of weathering and erosion.

The angle of slope within the Jackson area varies considerably. Many of these slope angles probably are at their critical angle of slope, and if the angle is increased by man or if other natural conditions are disturbed, landsliding and mudsliding may result. There are several instances of this happening in the Jackson area along Rte. 49 with the need for several retaining walls.

It is recommended that any increase in slope angles brought on by development should require an engineering analysis at locations determined by the Planning Commission to be a potential problem area. Any resulting need for retaining walls should be predicated on engineered designs with Mother Lode type stone facings in areas visible to the public, where it is possible to design the development to fit the natural terrain, this should be required in lieu of excavating into existing mountain sides.

There are no areas of high expansive soil in the Jackson area but there are areas of moderately expansive soil.

There are no areas of severe erosion activity. All areas are subject to moderate erosion potential.

There are no areas subject to severe mudslide potential. Nearly all areas are subject to low potential mudslide hazards. There are no areas subject to volcanic eruption problems.

There are no areas subject to severe landslide problems. Nearly all areas are subject to potential moderate landslide problems.

Seismic Hazards

There are no areas of major earthquake shaking potential. All areas are subject to low earthquake shaking potential. There are no areas subject to seismically induced waves such as Tsunamis (sea waves) or Seiches (seismic effects on restricted bodies of water).

There are no areas subject to severe fault displacement problems. All areas are subject to low potential fault displacement problems.

California is the most seismically active area in the United States. The most widespread effect of an earthquake is ground shaking. This is usually (but not always) the greatest cause of damage. Structures of all types including public utility facilities and dams, if inadequately constructed or designed to withstand the shaking force, may suffer severe damage or collapse. The vast majority of deaths during earthquakes are the result of structural failure due to ground shaking.

A second effect of earthquakes is ground failure in the form of landslides, rockfalls, subsidence and other surface and near surface ground movements.

A third damaging effect of earthquakes, and one that is vastly over-rated in importance by many people is ground displacement along faults. Such displacement of the earth's crust may be vertical, horizontal, or both and may offset the ground several feet.

The Mother Lode Fault System Includes the Jackson Area

Jackson has no dams within the present city limits. The principal seismic hazard from the Sierra Nevada foothills is the overtopping or destruction of present and future dams with resultant flooding potential. Recent geologic investigations indicate that most of the earthquakes activity along these faults took place in the far distant past. They are relatively inactive at present.

The State Division of Safety of Dams inspects all dams in the State that are not under Federal jurisdiction. All hydraulic fill dams in the State are undergoing detailed safety investigations.

The intensity felt during the San Francisco earthquake of 1906 was from 4 to 6 on the Modified Mercalli Intensity Scale of 1931. Earthquake epicenters recorded since 1934 show none in Amador County. The nearest epicenter from Jackson occurred in Eastern El Dorado County with a magnitude of 4 to 4.9 on the Modified Mercalli Scale.

Jackson appears to be located in one of the safer places in California with respect to earthquake epicenters. However, this does not mean the area is safe from earthquake damage from near or distantly located earthquakes. Existing earthquake precautions must be rigidly enforced as the Uniform Building Code dictates, both now and as more rigid future changes occur.

The State Legislature recently passed legislation requiring maps be prepared by all dam owners showing the extent of flooding in case of failure. These maps are not yet available. When they become so, further evaluation of dam safety and emergency preparation will be required.

Jackson is situated within a portion of Central California classed as earthquake damage zone no. 1. California is divided into classification zones. Zone 1 is from minor damage to moderate damage with a probable maximum earthquake intensity of VI to VII on the Modified Mercalli Scale.

All public building in Jackson should be inspected with recommendations made to voluntarily correct any known potentially hazardous conditions.

Heavy concrete parapets and building overhangs should be discouraged even at the expense of historic restoration projects.

Emergency Preparation

The Amador County Civil Defense Emergency Plans should be examined to assess their effectiveness in the case of a probable maximum intensity earthquake in Jackson of VII. The objectives of the plan should be to provide a basis for direction and control of emergency operations, save life and property and repair and restore essential systems and service.

Existing and Future Structural Hazards

Building codes are the primary tool government possesses to reduce seismic risk in structures. All new buildings in Jackson should be built under the seismic requirements of the Uniform Building Code, 1970 Edition. The 1973 edition of the Uniform Building Code will place all of California in risk zone 3, meaning that all new structures must be designed to resist collapse in an intensity VIII earthquake. All of the Jackson area can expect an intensity VII earthquake.

The older buildings in Jackson were generally not built to withstand the lateral stress imposed by the ground shaking of an earthquake. Generally speaking the older the structure, the less likely it is to resist earthquakes. This statement applies particularly to buildings with bearing walls of non-reinforced brick held together by sand-lime mortar, but in general to all multi-storied buildings that do not have steel reinforcing. The seismic resistance of each building, however, must be determined individually. See the following table for hazard comparison of non-earthquake-resistive buildings.

California Field Act was adopted after the disastrous Long Beach earthquake in 1933 and applies only to public schools. It has the highest standards for earthquake safety of any law enforcing agency.

Recommended Policies For Seismic and Other Geologic Hazards

1. The State and Federal governments should be encouraged to intensify research on geologic hazards.
2. Geologic hazards such as slope instability along river banks should be investigated in order to reduce erosion and cave-ins.
3. A long range inspection and dangerous building abatement plan should be drawn up.
4. The 1973 Uniform Building Code should be adopted by Jackson as soon as its available.
5. When the mapping of flooding due to dam failure becomes available, this seismic element should be reviewed.
6. The seismic safety element should be reviewed on a yearly basis and should be comprehensively revised every 5 years or whenever substantially new scientific evidence becomes available.

HAZARD COMPARISON OF NON-EARTHQUAKE-RESISTIVE BUILDINGS

This table is intended for buildings not containing earthquake bracing, and in general, is applicable to most older construction. Unfavorable foundation conditions and/or dangerous roof tanks can increase the earthquake hazard greatly.

<u>SIMPLIFIED DESCRIPTION OF STRUCTURAL TYPE</u>	<u>RELATIVE DAMAGEABILITY</u> (in order of increasing susceptability to damage)
Small wood-frame structures, i.e. dwellings not over 3,000 sq. feet and not over 3 stories.....	1
Single or multistory steel-frame buildings with concrete exterior walls, concrete floors, and concrete roof. Moderate wall openings.....	1.5
Single or multistory reinforced-concrete buildings with concrete exterior walls, concrete floors, and concrete roof. Moderate wall openings.....	2
Large area wood-frame buildings and other wood frame buildings.....	3 to 4
Single or multistory steel-frame buildings with unreinforced masonry exterior wall panels; concrete floors and concrete roof.....	4
Single or multistory reinforced-concrete frame buildings with unreinforced masonry exterior wall panels, concrete floors and concrete roof.....	5
Reinforced concrete bearing walls with supported floors and roof of any material (usually wood).....	5
Buildings with unreinforced brick masonry having sand-lime mortar; and with supported floors and roof of any material (usually wood).....	7 up
Bearing walls of unreinforced adobe, unreinforced hollow concrete block, or unreinforced hollow clay tile.....	Collapse hazard in moderate shocks

Source: Abridged from Pacific Fire Rating Bureau Tariff Rules

Modified Mercalli Intensity Scale of 1931 (Abridged and rewritten†)

- I.* Not felt. Marginal and long-period effects of large earthquakes (for details see text).
- II.* Felt by persons at rest, on upper floors, or favorably placed.
- III.* Felt indoors. Hanging objects swing. Vibration like passing of light trucks. Duration estimated. May not be recognized as an earthquake.
- IV.* Hanging objects swing. Vibration like passing of heavy trucks; or sensation of a jolt like a heavy ball striking the walls. Standing motor cars rock. Windows, dishes, doors rattle. Glasses clink. Crockery clashes. In the upper range of IV wooden walls and frame creak.
- V.* Felt outdoors; direction estimated. Sleepers wakened. Liquids disturbed, some spilled. Small unstable objects displaced or upset. Doors swing, close, open. Shutters, pictures move. Pendulum clocks stop, start, change rate.
- VI.* Felt by all. Many frightened and run outdoors. Persons walk unsteadily. Windows, dishes, glassware broken. Knickknacks, books, etc., off shelves. Pictures off walls. Furniture moved or overturned. Weak plaster and masonry D cracked. Small bells ring (church, school). Trees, bushes shaken (visibly, or heard to rustle—CFR).
- VII.* Difficult to stand. Noticed by drivers of motor cars. Hanging objects quiver. Furniture broken. Damage to masonry D, including cracks. Weak chimneys broken at roof line. Fall of plaster, loose bricks, stones, tiles, cornices (also unbraced parapets and architectural ornaments—CFR). Some cracks in masonry C. Waves on ponds; water turbid with mud. Small slides and caving in along sand or gravel banks. Large bells ring. Concrete irrigation ditches damaged.
- VIII.* Steering of motor cars affected. Damage to masonry C; partial collapse. Some damage to masonry B; none to masonry A. Fall of stucco and some masonry walls. Twisting, fall of chimneys, factory stacks, monuments, towers, elevated tanks. Frame houses moved on foundations if not bolted down; loose panel walls thrown out. Decayed piling broken off. Branches broken from trees. Changes in flow or temperature of springs and wells. Cracks in wet ground and on steep slopes.
- IX.* General panic. Masonry D destroyed; masonry C heavily damaged, sometimes with complete collapse; masonry B seriously damaged. (General damage to foundations—CFR.) Frame structures, if not bolted, shifted off foundations. Frames racked. Serious damage to reservoirs. Underground pipes broken. Conspicuous cracks in ground. In alluviated areas sand and mud ejected, earthquake fountains, sand craters.
- X.* Most masonry and frame structures destroyed with their foundations. Some well-built wooden structures and bridges destroyed. Serious damage to dams, dikes, embankments. Large landslides. Water thrown on banks of canals, rivers, lakes, etc. Sand and mud shifted horizontally on beaches and flat land. Rails bent slightly.
- XI.* Rails bent greatly. Underground pipelines completely out of service.
- XII.* Damage nearly total. Large rock masses displaced. Lines of sight and level distorted. Objects thrown into the air.



Figure 3. Fault-caused ground breakage which has occurred in California. *Modified after* CDMG Provisional Fault Map of California.

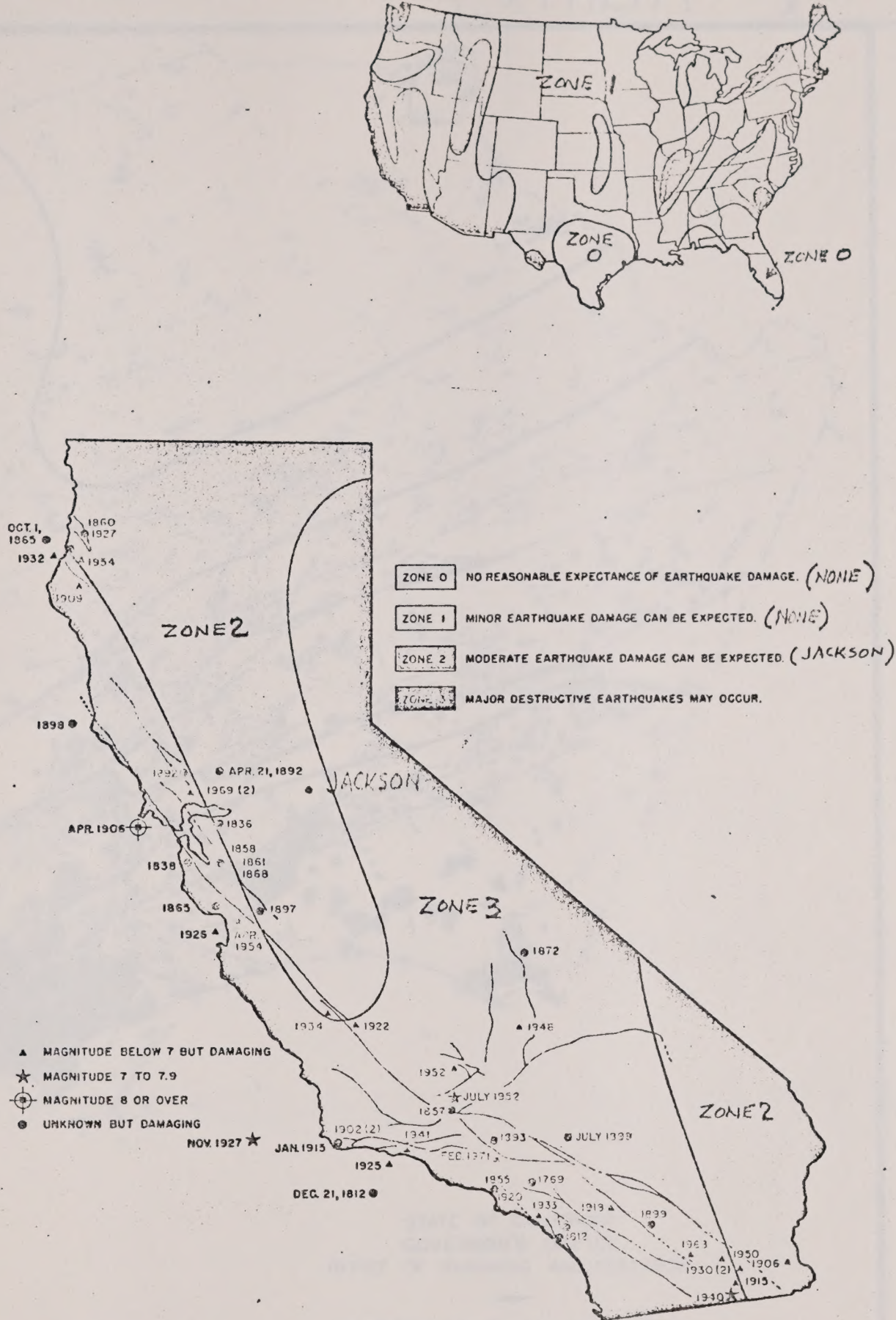


Figure 2. Seismic risk map for conterminous United States. The inset of California shows seismic risk zones, epicenters of the prominent earthquakes since 1769 as listed in the table, their magnitude when known, and the major faults of California. *From Earthquake Information Bulletin, March-April and May-June 1971.*

conduct a speed zone survey through Jackson on Highways 88 & 49 with the thought in mind of reducing the speed and to provide whatever safety devices necessary to reduce the rapidly increasing traffic accidents. With more and more traffic in Jackson on the state highways, there will be more and more accidents. The number of reported accidents on state highways has tripled from 1970 to 1972.

The majority of accidents in Amador County take place on the highways in automobiles. All highways in the county are two-way. There are no freeways. There is an abundance of recreational drivers. This element is covered in various other sections of the General Plan.

II-J NOISE ELEMENT

Man made noise should be limited to levels that will not constitute hazards to the health of Jackson residents.

The State Highway Patrol is currently working on standards of noise pollution and enforcement of noise abatement ordinances.

The Federal Government is in the process of passing legislation regarding noise pollution.

The State of California has a program to reduce noise levels along state highways adjacent to schools which have decibel readings above minimum standards.

A noise contour map showing noise levels caused by diesel trucks on state highways through Jackson is part of this General Plan.

Some noise considerations for proposed developments which are likely to increase noise potential:

1. Are there facilities in proximity to the proposed development that are particularly sensitive to air or noise pollution? Such as schools, hospitals, libraries, rest homes, etc.
2. Are noise attenuating design features proposed? Should additional measures be recommended?

II-I&J-1

NOISE CONTOURS ROUTES 49 & 88

- NOTES: THESE NOISE CONTOURS:
1. DEPICT THE MEAN TRUCK NOISE LEVELS FOR DIESEL TRUCKS DUE TO TRAFFIC ON THE STATE HIGHWAY FACILITY.
 2. DO NOT INCLUDE VARIATIONS DUE TO BUILDINGS, BARRIERS OR OTHER STRUCTURES OUTSIDE THE HIGHWAY RIGHT OF WAY.
 3. DO NOT INCLUDE VARIATIONS DUE TO LOCAL TRAFFIC NOISE OR OTHER NOISES EMANATING FROM OUTSIDE THE HIGHWAY RIGHT OF WAY.
 4. ARE SUBJECT TO A RANGE OF ± 6 dBA.
 5. REPRESENT BOTH PRESENT AND PROJECTED MEAN TRUCK NOISE LEVELS BECAUSE FUTURE INCREASES OF TRUCK TRAFFIC WILL INCREASE THE OCCURRENCE RATE OF THE NOISE PEAKS BUT NOT THEIR LEVELS.

(DECIBELS)
dBA

HEAVY TRUCKS AT 20 FEET

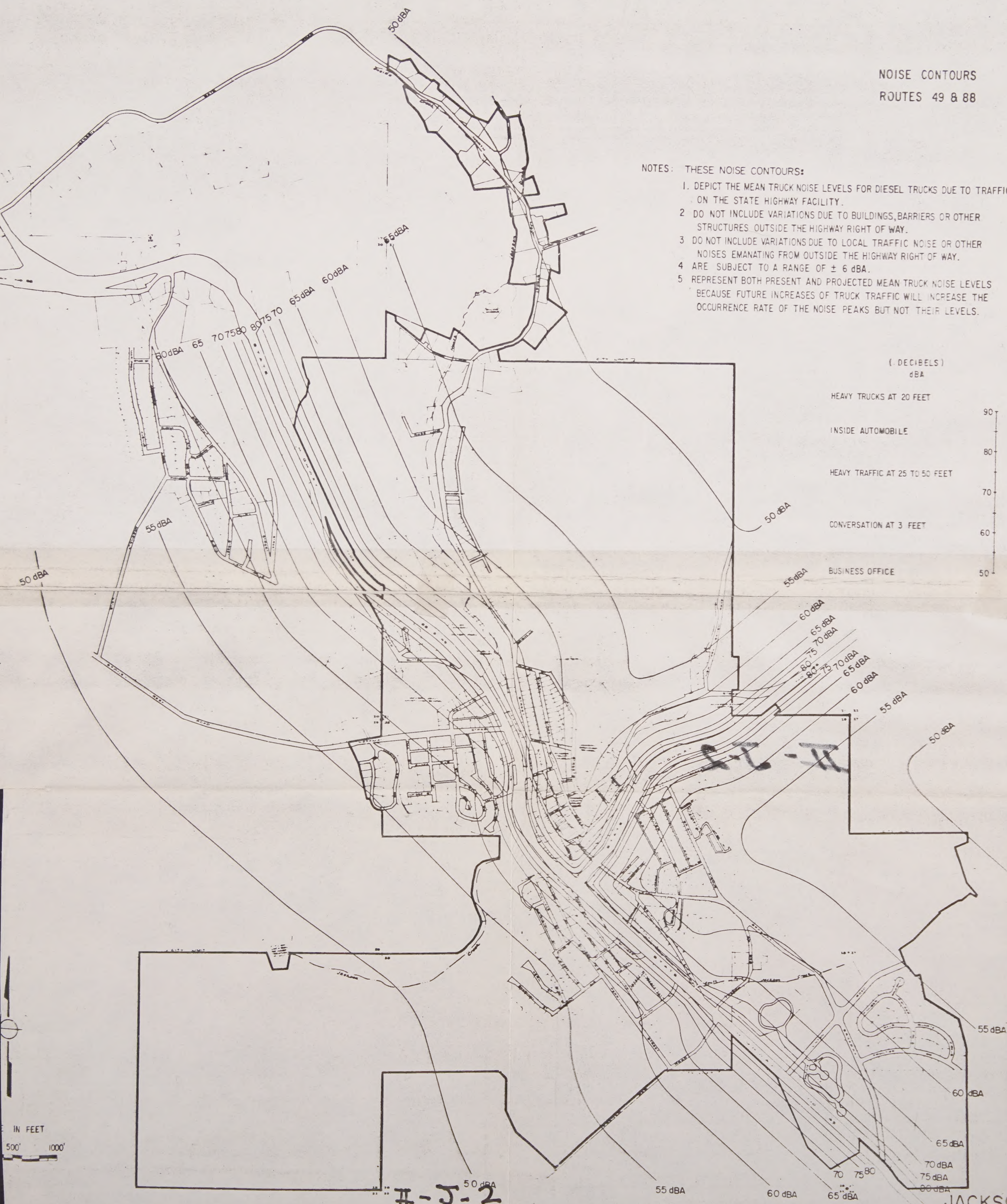
INSIDE AUTOMOBILE

HEAVY TRAFFIC AT 25 TO 50 FEET

CONVERSATION AT 3 FEET

BUSINESS OFFICE

90
80
70
60
50



IN FEET
500' 1000'

II-5-2

JACKSON

General Plan Required under state law is the Scenic Highway Element. The law describes the element as follows: "A scenic highway element for the development, establishment, and protection of scenic highways pursuant to the provisions of Article 2.5 (commencing with Section 260) of Chapter 2 of Division 1 of the Streets and Highway Code.

This element is a requirement in all city and county general plans and has application wherein a part of the State Scenic Highway System is located within the planning area of a city or county.

All of State Highway 49 and 88 in Jackson and Amador County are included in the State Scenic Highway System. There are no portions within Amador County that have been officially designated as scenic highways. This designation would permit the use of the official State Poppy Shield and have the advantage of having various scenic protection measures included within the corridor.

No studies to date have been initiated by the local government or the State Division of Highways in the Jackson planning area. This would be the first step required. After this step a corridor survey and facility study would be completed. The local government would then take the steps necessary to officially designate Highway 49 and 88 through the Jackson area as an officially designated State Highway.

Amador County should be the coordinating agency to represent the 5 incorporated cities in Amador County in converting Highway 49 and 88 into a county wide officially designated scenic highway system.

Jackson and Amador County would be required to have a General Plan and a Scenic Highway Specific Plan and Program for protection and enhancement of land uses within the proposed scenic corridor.

The responsibility for preparation of the corridor plan and program resides with the local jurisdiction. When the local Scenic Highway Plan and Program is submitted to the State Division of Highways, it would be reviewed for conformity, and approval given if the necessary requirements are met. The local jurisdiction's adoption of its Scenic Highway Plan and Program and the plan implementation measures will be required prior to the official designation.

The booklet "The Scenic Route/A Guide for the Designation of an Official Scenic Highway" which was prepared by the Interdepartmental Committee on Scenic Highways of the State of California lists the required steps to be taken.

A checklist was developed by Elizabeth Gawain of the California State Office of Planning for use in reviewing scenic corridor programs submitted in accordance with the standards contained in the book entitled The Scenic Route - A Guide for the Designation of an Official Scenic Highway. The list was reviewed by the Advisory Committee and approved as representing the documentation needed for review of a scenic corridor plan and program.

The first four items are considered by the Committee to be minimum requirements for any scenic corridor program, while the other items are tools for achieving scenic corridor protection where needed. Conditions along each scenic highway are different, and each corridor program must be individually prepared. Therefore the standards are intended to be flexible, so that the county or city preparing the corridor program should choose those regulations most suited to the condition and development problems of that particular scenic area. The Committee suggested that where any particular regulation is not needed, that a statement be included indicating the conditions which make that regulation unnecessary.

Minimum Requirements:

1. General Plan map and policy statement indicating the relationship of the scenic highway to traffic and circulation, to recreation, and to other elements of the Plan. (pp. 29 and 43 of the Guide)
2. Precise plan for the scenic corridor showing plans for zoning, for any acquisition and use of open space, for traffic patterns, and other pertinent information. Land uses should be appropriate for the particular area (not necessarily all low density), and in accord with the General Plan for the whole community. (see pp. 29, 30, 39, and 43)
3. Land use regulations (zoning ordinance) which will apply within the corridor area, including especially a Site Plan Review procedure to determine appearance as viewed from the scenic highway (inconspicuous location or screening for service yards, parking areas, utility installations, etc.). (p. 43)
4. Off-premise signs should be prohibited in the corridor. Information panels at specified locations if needed. Program for eventual elimination of existing off-premise signs. (p. 31)

Other regulatory tools, as needed:

5. Relative heights and set-backs regulated for specific locations to protect views in the scenic corridor. (pp. 29 and 43)

6. Subdivision regulations, especially for hillsides, cluster development and other appropriate design considerations for the scenic corridor. (p. 43)
7. Grading ordinance, including replanting of new slopes. (pp. 31 and 43)
8. Underground utilities should be required for all new subdivisions or commercial development in the corridor. Some program or policy regarding existing conspicuous poles and lines: perhaps policy to put underground if ever relocated for any reason, or program for undergrounding in future years, or at least program for inconspicuous location and improved pole design. (p. 31)
9. Maintenance provisions: program of housing code enforcement and abatement in the scenic corridor, fire prevention code, weed abatement, anti-litter, and other property maintenance programs. (pp. 39 and 43)
10. Other city or county programs, such as urban renewal programs, street tree programs, scenic easement programs, water quality control programs, etc., wherever applicable to the scenic corridor. (pp. 31, 34, 43 and 44)
11. Public property management policies. Identify all public properties and include resolutions or other statements of policy that all construction and development will be reviewed for appearance from the scenic highway, that screening will be done if necessary; that litter, weeds, etc. will be controlled on said public properties; and aesthetic considerations will be included when trimming trees for utilities, when designing and constructing water courses, drainage facilities, roads or other structures within view of the scenic highway. On Federal or State lands, special policies such as timber cutting policies should also be included. (pp. 43 and 44)
12. Series of notes on specific features needing screening or other treatment and program for accomplishing treatment by public and private action. (pp. 31, 34, and 46)
13. Citizen committee to advise governing body on the scenic corridor programs, and to sustain interest in aesthetic management on private properties in the scenic corridor. (p. 46)

Whether the anticipated advantages of having a Scenic Highway System in Jackson and Amador County are great enough to outweigh the effort required and overcome the opposition by some will have to be decided at the local level, as there will be offsetting economic gains and losses in land values to the adjacent property owners as restrictions are placed on land use. This will all require a selling job by local jurisdiction to convince the people that the overall benefits of a beautiful highway corridor is enough to offset any disadvantages to the community.

III-A IMPLEMENTING THE PLAN

Introduction

In California, the responsibility for the initiation and policy direction of a city planning program rests with the City Council.

If a general plan is to truly reflect this official policy of local government, it must be given official status of adoption by the legislative body.

For general law cities, California planning law requires that the planning commission hold at least one public hearing. The planning commission may then make any changes it believes desirable before adopting the plan as its official recommendation to the City Council. The legislative body must hold at least one public hearing before adopting the plan and make such changes as it deems necessary.

A capital improvement program should be initiated to provide a priority list of needed public improvements which will be needed over a 5 to 10 year period. The role of the planning commission in the process (as spelled out in the California Planning Law) is to reviewed all proposed projects to determine their conformity with policies of the General Plan.

Zoning

Properly conceived and administered, the zoning ordinance becomes a most important means of translating proposals of the General Plan into reality. However, it should be immediately recognized that the scope of zoning is limited, dealing almost exclusively with the private use of land on a relatively short-range basis.

The zoning ordinance establishes a definite relationship between land use regulations and policies and proposals of the General Plan and provides sufficient flexibility to accomodate changing conditions. Safeguards to assure the protection of individual liberty and the right of property and to avoid unjust discrimination have been balanced with the necessity for public regulation in the public interest.

The City's existing zoning ordinance will need revision and updating in order to serve the City adequately in the growth period to come, particularly in view of new state legislation calling for greater consistency between zoning and the General Plan.

Some changes in the present ordinance should include:

1. Residential zoning sections should clearly define the allowable density for multi-family zones.
2. Commercial zoning categories should be expanded to include Highway Commercial and Neighborhood Commercial uses.

3. Specific provisions for sign control and landscaping of parking areas and building sites in commercial districts is needed.
4. Standards should be adopted for the provisions of open space, either directly or through contribution to a city open space acquisition fund, as a means of encouraging greater use of the "Planned Unit Development" procedure.
5. A "Planned Unit Development" ordinance should be implemented.

The recent state legislative mandate requiring that local zoning be consistent with the adopted General Plan of a community, has led to much confusion. The language of the Act states that:

"....County or City zoning ordinances shall be consistent with the general plan of the county or city by January 1, 1973".

The essential thrust of this Bill was to insure that policies of the General Plan would be incorporated, into law in due course of time, rather than be indefinitely ignored. The key principle is that of timing. Obviously, zoning is a regulatory device geared to immediate conditions, and cannot be forced to literally conform to a General Plan diagram which includes projected trends and anticipated developments nearly twenty years in the future. Therefore, zoning must gradually be altered to support policies of the General Plan; but on an appropriate, time-phased basis, as growth and development conditions warrant. It is in that light that the General Plan should be considered and adopted and that the various implementing devices, including zoning, should be approached.

Subdivision Regulations

The Jackson Subdivision Ordinance is in need of minor updating, and it would be advisable to revise both the zoning and subdivision ordinances at the same time, incorporating needed changes and relating one to the other. Particular attention should be given to these items:

1. That all future developments be required to provide open space within the development and that the subdivision ordinance be amended to state the required size, etc.
2. The procedure for dedication of recreation land and open space corridors.
3. Standards for sewer, water drainage and public utilities to reflect the proposals of the General Plan.
4. Incorporate variance clauses which allow changes in lot area, lot design and shape and improvement standards approved as part of a planned unit development.

Annual Review and Periodic Revision of the General Plan

The General Plan based on the soundest of information and judgment now available, must be kept up to date.

Specific guidelines for sign control and landscaping
on parking areas and building sites in commercial
districts is needed.

Recommendations should be adopted for the development of open
space, either publicly or privately owned, as a means of maintaining
the character of the "planned development" districts.

A "planned development" ordinance should be in-
plemented.

The current state legislative statute regarding the local
government's authority to acquire property for a community
center is outdated. The language of the act states that:

"...County or City having jurisdiction shall be authorized
to acquire property of the County or City by January 1, 1977."

The amended statute of 1971 was to insure that policies
of the current law would be incorporated into the new statute.
At that time, the law was intended to be a temporary measure to
allow the state to acquire property for a community center. The
amended statute, which expired in 1977, was intended to be a
permanent measure. The amended statute, which expired in 1977,
was intended to be a permanent measure. The amended statute,
which expired in 1977, was intended to be a permanent measure.
The amended statute, which expired in 1977, was intended to be a
permanent measure. The amended statute, which expired in 1977,
was intended to be a permanent measure. The amended statute,
which expired in 1977, was intended to be a permanent measure.

Recommendations

The current legislative authority to acquire property for
community centers should be amended to include the state and
local government's authority to acquire property for community
centers and related facilities. The amended statute should
be effective on January 1, 1977.

1. That all future development be subject to review and
approval by the planning and zoning commission and that the
commission be authorized to acquire the required property.
2. The procedure for acquisition of property should be
simplified.
3. Amend the state, local, and federal statutes to
reflect the provisions of the amended law.
4. Amend the state, local, and federal statutes to reflect
the provisions of the amended law.

Annual Review and Revision of the General Plan

The General Plan should be reviewed on the basis of information and
input from the public, and be kept up to date.

At any point in time two, five, and ten years from now, the plan for future development should take both a medium and long-range look ahead. The Plan should be reviewed jointly each year. At least once every five years, the economic, population and space projections, and the standards of the General Plan should be analyzed to determine whether revisions are necessary in the policy goals of the Plan. Following are some additional means of implementing the General Plan.

IIIB. ADDITIONAL MEANS OF IMPLEMENTING THE PLAN.

1. Future shopping centers, stores and developments should be requested to develop under architectural theme consistent with area's architecture standards should be developed. Architectural firm to be retained to certify plans as conforming to intent of standards. Exceptions to be made only if economically unfeasible, such as factories, etc. Area's architecture should be architectural consistent with the early gold mining era of Jackson.
2. Existing businesses should be encouraged to remodel and face lift store fronts in accordance with area's architectural theme. City should exert its influence to this end.
3. One building at the Kennedy Tailing Wheels Park is needed to house displays of the Jackson area's historic past such as minerals, replicas of mining equipment, scale models of tailing wheels, gold panning equipment, movie and slide shows, talks and lectures on gold and gold mining, with books, pamphlets, and donations to help offset costs. Officials of Preston School should be contacted for initiating a long range plan for the wards to build these scale model exhibits on a volunteer basis.
4. The entrance into the Jackson area via Stoney Creek Road from the Lake Camanche and Pardee Reservoir area should be improved in the future to 35-40 mile per hour standards, utilizing as much of the existing alignment as possible. This work would be coordinated with Amador County as a near future road project. The huge complexes of recreational facilities on both north and south sides of Camanche Lake and Pardee Reservoir would be within

a comfortable driving distance of Jackson. The large subdivision of several thousands of lots under development on the north side of Lake Camanche would be within a short commute distance to Jackson.

5. Initiate studies for the future need for a lower level parking beneath the creek side city parking lot and the addition of one level above the existing level to contain a community center in Mother Lode architecture.
6. Widen out the tight places on North Main Street for two-way traffic service to the Jackson Gate area. Mother Lode stone faced retaining walls should be provided to eliminate the purchase of any homes.
7. Begin studies for need, location and means of financing a community center to contain facilities for a teen center, meeting room for the use of the elderly, and rooms to house the displays of gold mining equipment mentioned in Article 3 which would also be used for week day assemblies. This could possibly be the top floor of the proposed parking lot mentioned in Article 5. Excellent TV reception in Jackson may tend to make a movie theater uneconomical at the present time. An interim teen center is needed now, however.
8. Work with the County of Amador and owners of the Argonaut and Kennedy mines to determine the feasibility, means of financing and possibility of performing some restoration work on these mines for tourism development and cultural enhancement. Provide for means of access of the public to these areas with movies, slides, talks, brochures, cooks, etc. all provided to inform the people of the colorful history of these mines. All this could be on an interim lease basis cancelable in the event the rising price of gold warranted the reopening of these mines.
9. Parking - one way street.

Develop more off-street parking near the downtown area and gradually eliminate parking on Main Street where the width is narrow and congestion becomes more and more a problem. One way streets may be a possible solution and are worth studying, using Main Street downtown as one way south. This would restore the lost parking spaces due to red curbing, as the width with one way streets is not as critical as two-way. Objections would be traffic from south of town would have to go around via Hwy. 49 or Summit Street, which is steep, to reach Main Street.

10. The Kennedy Tailing Wheels Park should be considered a future State Park. The City and County should work together to establish a rest stop on Highway 88 across from Amador Hospital near present creek.
11. Work with Amador County officials and private interests to develop a perimeter loop of the Jackson rural area for bicycles pedestrian, and equestrian uses. Existing roads could be utilized by signing and where room exists to provide off-street trails. This would be a long range program taking one step at a time.
12. Inventory all buildings and objects of historic interest and to provide for their restoration and preservation and consider their purchase by the City or State if they become endangered.
13. A meeting room for the City Council, Planning Commission, etc. is needed to hold their meetings and hearings. A small city hall building to house all the city offices will be needed in the near future if the city grows as trends and studies strongly indicate. The county could some day relocate its facilities to a government center within the City of Jackson with the City purchasing the existing Courthouse for a city hall.
14. One additional lane will be needed in the future between the proposed highway 49 project near Martell to connect with the existing 4 lanes near the north City Limits of Jackson. This will be for down hill traffic on Rte. 49 and should be widened to the west with Mother Lode style retaining walls to prevent unnecessary excavation into the hillside adjacent to the Argonaut Mine. The land could begin at the West Vista Point near Martell. The exit lane would be the beginning of a new lane downhill.
15. The County of Amador should be urged to comply with the intent of the Jackson General Plan in areas adjacent to the City of Jackson which could conceivably become part of the city in the future.
16. The County of Amador, City of Jackson, and the State of California should jointly cooperate to provide additional displays, restroom facilities, and drinking facilities plus additional landscaping to the state owned vista points adjacent to Hwy. 49 near Martell overlooking Jackson. These vista points could conceivably be access points for the development of the Argonaut Mine and Kennedy Mine.
17. The City should adopt an ordinance with respect to the control and design of subdivisions, update the subdivision ordinance, lot split parcels and other developments including single family residences which will specifically provide for proper grading and erosion control including the prevention of sedimentation or damage to off-site property. A memorandum of

understanding between the Federal Resource Conservation District, which has offices in Jackson. and the City of Jackson is needed for advice and expertise in the area of erosion and sediment control. The current Uniform Building Code should be stipulated as a minimum standard for building lots.

18. Open space should be included in all future subdivision and development designs and zoned permanently to be kept open as part of the initial designs. Densities should be kept compatable to existing densities. Larger developments should provide parks and hiking trails to insure a rural atmosphere to the Jackson area. The City should look more favorable on cluster plan layouts of subdivision streets in lieu of rectangular layouts.
19. Prior to granting a rezoning request, the City Planning Commission should continue to require environmental impact studies be made and checked for conformance with the intent of the General Plan and for any adverse affect on the environment.
20. The major environmental impacts of urbanization of foothill and mountainous lands are listed below. Any proposed development with the detrimental impacts outweighing the beneficial impacts should be discouraged unless overall economic community benefits would tend to overrule the detrimental aspects.

Beneficial

Detrimental

- | | |
|---|---|
| 1. Well conceived plans which reduce flood, fire & erosion hazards | 1. Accelerated erosion & sedimentation |
| 2. Well conceived plans which minimize wildlife habitat disturbance and increase recreational opportunities | 2. Loss of vegetative cover |
| | 3. Polluted water |
| | 4. Loss of fish & wildlife |
| | 5. Overuse & loss of recreational areas |
| | 6. Diminished surface water |
| | 7. Increased flood hazard |
| | 8. Scarred landscape |
| | 9. Greater fire hazard |
| | 10. Severed access to public lands, streams & lakes |
| | 11. Intensified air pollution |

21. A private taxi service should be encouraged in the future, as traffic and parking become more of a problem, with continuous loop trips through town. This could be from early morning to late evening, seven days a week. This would provide needed transportation for the elderly and other non-drivers, as well as drivers who could leave their cars home.

This would be an inexpensive system with fares just sufficient to offset costs. With two small busses running past a given point every 15 minutes or so, a real service could be provided, with pick-ups and stops anywhere along the route. Future apartment buildings for the elderly and low-income residents should be encouraged to develop along the route or within a short walking distance. This would make possible a drastic reduction in the need for an automobile and be a spur to downtown business.

22. A need for additional housing is apparent in Jackson, and in particular there is a need for housing for low income retired people.
23. One other possibility for solving parking problems would be for the City to develop a large parking area on a site at the north end of town.
24. The City, in cooperation with Amador County, should request the State Division of Highways to provide junkyard screening of the unsightly entrance into the Martell-Jackson area on Rte. 88. Some trees and bushes were planted along the highway several years ago, but are quite inadequate.
25. The City should request the County to continue to improve the New York Ranch Road entrance into Jackson all the way to its connection with the Ridge Road. This would be one likely place for Jackson's future expansion as the land along the road is ideally suited for residential uses.

IV. ACKNOWLEDGEMENTS

Special recognition and thanks are given to the following citizens and agencies for their valuable assistance and cooperation in furnishing data.

1. U.S. Dept. of Interior, Bureau of Mines
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28. Calif. Dept. of Youth Authority
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30. Amador County Dept. of Plans and Inspections
31. Amador County Supt. of Schools
32. Amador County Assessors Office

33. Amador County Building Department
34. Amador County Air Pollution Officer
35. Amador County Health Department
36. City of Ione Planning Commission
37. Camanche Regional Park Supt.
38. Mr. Larry Cenotto of Jackson-Author of "Early Days in Jackson"
39. Citizens Utilities Company of California
40. East Bay Municipal Utility District
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42. Lane Magazine and Book Company
43. Bank of America - Mr. G. Palacin
44. Great Lakes Development Co.
45. Jackson Fire Chief - Patrick Tallon Sr.
46. Stanislaus Area Assn. of Governments
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48. American Forest Products Corporation
49. Mrs. Francine Briggs - Amador County Comprehensive Health Element
50. Alpine County General Plan
51. Tuolumne County General Plan
52. Amador County Water Agency
53. Calif. Div. of Beaches and Parks
54. Glantz and Gamayo Consulting Engineers
55. Amador County Chamber of Commerce
56. California Traveler, Inc. Volcano, Calif.
57. Grunwald, Crawford and Associates
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